Mr. SPEAKER.—Would it not be possible to print and distribute the information to members ?

Dr. R. NAGAN GOWDA.—Yes, I will do that on Monday.

THE BANGALORE ROAD TRANSPORT SERVICE BILL, 1956.

Motion to consider.

*Sri H. SIDDAVEERAPPA (Minister for Finance and Home).—Sir, I beg to move:

"That the Bangalore Road Transport Service Bill, 1956, be takeninto consideration."

Sir, I am indeed very thankful to the Hon'ble House for having kindly consented to waive the usual period of notice as required under the Rules and for enabling me to move this Bill for consideration today. I express my gratitude to the Hon'ble Members of the House for that.

As the House is well aware, the question of nationalisation of the Transport Service in Bangalore was engaging the attention of the Government from a fairly good deal of time—I do not say, long time. I find that on the floor of the House both here and elsewhere, a desire was expressed by the public that in a growing city like ours in Bangalore, it is very necessary to provide cheap, efficient and will-organised transport services to the satisfaction of the public. In a modern country and in our modern civilisation, transport has become as important as the daily requirements of our life, like food, cloth etc. Especially in a city where people live long distances away and where residences are spread miles away from the place of usual business, transport charges become an important matter and an important item in the budget of the family. Moreover, when people work according to regulated hours in the cities it is very essential that transport must be quick and expeditious. From this point of view, I may be permitted to refer to the history of this Bangalore Transport Company and the position that was prevailing in this City before that Company was formed.

Sir, this Company was floated I believe in the year 1946. Before that, quite a large number of private people were allowed to operate. There was a lot of wasteful expenditure and circuitous routes resulting in a lot of inconvenience to the travelling public. The Government of the day thought, even though the population of the City at that time was very much less, that it was essential to provide better travelling facilities to the citizens. The Transport Commissioner of that time, I think an Englishman by name Sir Herald Colam, submitted a scheme to the Government stating that a joint stock company may be formed with Government participation of capital with certain powers of management to the Government, having a Government Director as Chairman. The scheme was worked out and in the year 1940, a provisional committee or the Board of Directors was constituted with Sri B. K. Garudachar as Chairman. From that time onwards, the Company was given a lease of life for ten years. Subsequently I believe in the year 1950, its life was extended by another two years and by the end of 1951, for another period of years. The period of the lease or permit will expire somewhere by the end of March 1957. I must acknowledge that during the period of its existence, as far as it is possible, the Company was efficiently administered and to the best of its abilities, better travelling facilities, compared with the year 1940, were provided to the travelling public. Though of course, there is a greater need for larger route mileage and larger number of vehicles, within the existing limits possible, the Company did well and the Company gave fairly satisfactory service to the travelling public in this premier City of ours. Today the position is that the area of Bangalore City is 25.5 sq. miles and according to the 1951 Census, the population is 7,78,997, whereas in 1941, at the time the company was floated it was just 4,60,760, I believe,

it must have reached the mark of one million now for the very simple reason that quite a large number of industrial concerns are springing up in this City of ours, both on the public sector and the private sector. Signs of progress are marvellously increasing and if you take the composition of the population living in the City, it can be seen that quite a large number work in commercial concerns, industrial concerns or Government offices and quite a large number—not an inconsiderable number —comes under the category of student population, who also require transport service. I need not catalogue the number of the great industrial concerns that have developed in this City. But we can, in passing, mention a few of the more important ones, namely, the H.A.L., I.T.I., H.M.T., Bharat Electronics, where we can see a large number of people working and who are brought into the picture for purposes of transport. Therefore, I feel, what with the growing importance of this City and also in view of the fact that after the first of November it becomes the capital of a larger area, it is found absolutely essential that we must have an efficient transport system functioning in the City. So far as the need is concerned, I think I need not take much of the valuable time of the House.

So far as the financial position of the Company is concerned, I may say that the Company during the initial stages was not able to make much headway. And from the year 1946, its progress has been steady. They have been able to declare a net dividend of ten per cent during that period. The vehicles also have been increased. They had in the commencement about 98 vehicles, now they have nearly 131 vehicles. We can thus see that the Company has been progressing well.

I would like to take a few minutes of the valuable time of this House to draw attention to the provisions of this Bill that I have now placed for your consideration. If the Bill is analysed, it can be seen that the main features of the Bill briefly stated are as follows :

Clause 3 refers to the notification of vesting date and consequences of vesting.

Clause 4 is an important clause and deals with the issue of compensation for the acquisition of the undertaking.

Then comes the question of the right of Government to disclaim certain agreements if there are any onerous clauses. That is dealt with in clause 7.

Clause 8 refers to the continuance of the servants and the officers that are now serving in the Company and also the conditions under which we can terminate their services if the Government like to do so.

9-30 A.M.

Clause 9 is also a very important clause and it refers to transactions that may result in dissipation of assets and where Government have taken powers to deduct that amount if it has been established by a verdict of a Tribunal, from the quantum of the compensation that will have to be paid. For that reason, out of the compensation that we want to pay we propose deducting about 10 per cent and retaining it with us until such time as the claims have been settled, if at all it arises.

Then, Clause 10 refers to the Constitution of a Tribunal. Tribunal is a very important functionary. We did not want to give room for any kind of complaint that this Bill is expropriate in character. We want to keep quite in conformity with the provisions of the amended article 31. That is the reason why we have provided in the Bill that in case there is any dispute as to a transaction between the Government and the Company, the Tribunal will have to sit here, take evidence and then decide whether we are right or they are right. It is for that reason the Tribunal would be constituted with an officer of the status of a District Judge.

Then under clause 12, we have decided that under the new set up nobody should operate in Bangalore City Corporation area and surrounding areas to a distance of roughly ten miles except the Bangalore City

(SRI H. SIDDAVEERAPPA.)

Transport Service. It is with that object a provision has been made that hereafter it will be the exclusive monopoly of the Government to run the service. This is so far as the relevant provisions of the Bill are concerned.

Sir, I do not want to take much time of the House taking clause by clause. I believe it is sufficient if I convince the House regarding clause 4 only. That is a very important clause on which I would like to take a little time of this Hon'ble House—with reference to the compensation that has to be paid. I would like to read that clause; it reads as follows :

> "Compensation for acquisition of undertakings.—
>
> (1) On the undertakings of the Company vesting in the Government under this Act, a sum of rupees fourteen lakhs and eighteen thousand shall be payable as full compensation for the acquisition of the undertakings of the Company and the assets and documents as a result of the vesting under section 3.
>
> (2) The Compensation shall be due as from the vesting date and shall carry interest at the rate of three and a half per cent per annum from the vesting date to the date of payment.
>
> (3) The compensation provided under sub-section (1) may, in accordance with the rules made in this behalf be paid in cash in full or in instalments not exceeding five or in bonds, negotiable or not negotiable, carrying interest at the rate specified in sub-section (2) and of guaranteed face value maturing within a specified period not exceeding ten years."

This is the provision we have made, namely, we have to pay a lumpsum of Rs. 14,18,000 ; that is the ascertained figure.

ಶ್ರೀ ಎಸ್. ಗೋಪಾಲ ಗೌಡ (ಸಾಗರ—ಹೊಸನಗರ).—ಬಹಳ ಜಾಸ್ತಿ.

SRI H. SIDDAVEERAPPA.—My friend Sri Gopala Gowda is staring at me. I shall convince him that what we pay is not very much. Sir, the Government, after taking a decision to nationalise the Transport Service, got the whole thing thoroughly examined. We appointed a committee consisting of our Chairman, *i.e.*, the Commissioner of Transport of Mysore, Sri Dhwajan, the Executive Engineer and Sri D'Souza the Assistant Controller of State Accounts Department. Then, we requested the Government of India to help us in the matter whether we were entering into a profitable deal or whether anybody would say that it is otherwise. We, therefore, requested the Government of India and they were pleased to depute one of their officers Sri R. Sundaram, Accounts Officer, Government of India. We sought his advice because we wanted to have an independent advice. He helped us. I am satisfied that these officers have examined very very thoroughly the assets of the Company taking meticulous care to see starting from a pin up to the highest assets. They have worked out various forms and they have given a very exhaustive and detailed report to the Government. That forms the basis on which we started and found out what exactly the position is. We further examined the procedure we have to follow in computing the amount of compensation.

Sir, as Hon'ble Members know there are two methods by which compensation can be valued ; one is, the value of the shares in the market. That is called the value of the script—how much does it work ? Whatever may be its nominal value today, what its earning capacity is we want to evaluate. The second is the method that was followed, I believe, when the Indian Airways were taken over, *i.e.*, taking the value of the assets. We have examined it thoroughly and we have come to a conclusion that by and large the former would be in the interest of the State and also in the interest of the shareholders. As could be seen, even the shareholders have been satisfied; that I have made very clear in the Statement of Objects and Reasons. We have examined it and we came to the conclusion that the best thing would be to take the share value and base

our compensation. But I mentioned about the valuation of the assets and other things for the reason that Government examined both aspects and found out that the valuation based on the share value would be more advantageous from the stand point of Government and at the same time not onerous on those from whom we want to take away their property. We examined the whole thing and we wanted to know as to what would be the proper compensation that could be possible under the circumstances of the case. The position as it stands today is, we have Rs. 82,779 ordinary shares, the face value of which is at the rate of ten rupees. Further, we have 50,000 cumulative preference shares of one rupee belonging to Government. I took out the share value of all these shares from the year 1945. I took two figures—one is the highest and other is the lowest, *i.e.*, the value of the share in that particular period. One thing should be remembered and that is, because the nominal value of the share is ten rupees, it should not be presumed that it is purchased for ten rupees. I know that it once went to 25, 26 and 27 rupees. At any rate, we took the average share value which would come to 16 or 17 rupees. I had occasion to get this examined when we raised the tax in 1953. There was a representation from the Company people that the tax was acting as a disadvantage to them. It was examined and I was satisfied that share value according to its earning capacity then would come anywhere between 18 to 19 rupees and then I decided that they are capable of paying the tax and it would not act to their disadvantage. Now, when we take this valuation, the highest ranges anywhere in a particular year from 23 to 12 rupees and the lowest ranges anywhere in a par.icular year from 23 to 11. We struck out the average of these two. Taking the year 1946 to 1955—ten years—the average would be Rs. 15-4-0. By any other permutation and combination it could be argued that the mean average would be less than this. It all depends on what period we take as commencement period and ending period. After examining the various processes we thought the best thing and the just thing would be to take this average of ten years and we worked out on that mean average. It comes to Rs. 14,18,000 and odd which I fixed at 1,418 lakhs. Out of this, Government to their share get somewhere about 2,81,000 and odd because Government have 9 lakhs and odd ordinary shares and we have to get our cumulative preference shares and also the interest. To this I have added the dividend to be paid to them which they have not taken up to September 1956. That I thought would be reasonable because they have not distributed the dividends which they could have legitimately done as other companies which we propose to nationalise have done. Taking all these facts into consideration, I am fully convinced that the compensation we have to pay is not only adequate but also just and generous. Therefore the compensation has been computed in order to see that no shareholders in any industry or investors in private sector should nurse any grievance, because, in our country, as things stand, we have not thought of eliminating private sector as such. We do want investment in the private sector. Keeping this broad view before us, Government have thought of the earning capacity of the concern and come to the conclusion that compensation will have to be fixed to create confidence in the mind of the public that Government have not done anything which may be said not appropriate in character. I therefore feel that each clause has been very thoroughly examined and there is no reason for anybody to feel that compensation is not adequately paid nor is there any reason for anybody to think that it is excessively paid. I can assure the Hon'ble Members, on the total investment that is going to be made, I am quite confident that we will make not less than 10 per cent. I am only underrating myself, under-rating for the reason that it is better not to give too rosy a picture. The public must also feel that they have been getting better service and better deal from the new undertakings.

(SRI H. SIDDAVEERAPPA.)

I therefore feel that, so far as the compensation clause is concerned, I need not take much time of the House. There is one other point which I would like to mention at this stage. Transport as such is assuming a very important role in the industrial undertakings of the Government. In the new State we are going to have from 1st November there will be 101 vehicles, from Hyderabad 5, from Bombay 629, Mysore 50, and our Government Road Transport Department vehicles now working 245, which I propose to increase to a little more, *i.e.*, by at least 30 vehicles. Therefore, from 1st November we will be having 1,100 vehicles belonging to the Government operating on different routes. Today the total mileage that has been done in Hyderadad is 8,000 miles, in Bombay 40,000 miles, Mysore 1,000 miles, and in Bangalore City at the moment 14,200 miles which is proposed to be increased by another one or two thousand miles almost immediately. Therefore one will see what an important role this sector assumes very soon. I have examined it thoroughly. The Government, taking the overall picture and also keeping in view what the Planning Commission has been saying in the matter, have thought thattime has come to form a Corporation for the efficient management of these concerns. It is for this reason that we have to fall in line with the administrative set-ups we find elsewhere. I feel that, so far as the Bangalore Transport Company is concerned, it has a bright future and I am confident that during the days to come it is going to play a very useful part in the economy of our people living in Bangalore and also those that visit the State for various purposes every day. I have been also thinking of the administrative set up and various other things that will have to come under the rules. I am sure, as soon as the rules are framed, they will be placed before this House. Taking all these facts into consideration, I request and pray that the House may be pleased to give its accord to this Bill. I find from the Order sheet that it may go to a Select Committee. I do not know whether it is necessary. I am in the hands of the House. PersonallyI feel I have examined this Bill thoroughly. I have examined the minutest detail of this Bill. There is only a very short period before us. We have only a few days, *viz.*, almost a week, within which so many formalities have to be observed. I have to get the assent of the other House, and then the assent of the President in time. I personally feel that in my view there is no need to refer it to the Select Committee. But I want to make it clear that I am entirely in the hands of this House, and I will abide by your views. I therefore pray that the House may be pleased to accord its approval to the Bill.

MR. SPEAKER.—Motion moved:

"That the Bangalore Road Transport Service Bill, 1956, be taken into consideration."

*SRI J. MOHAMED IMAM (Jagalur).—Mr. Speaker, it is with great pleasure that I support this measure. The opposition, as I have often said co-operates with the Treasury Benches in all reasonable matters and in matters which are calculated to enhance the prestige of this State. We have agreed for the condonation of the notice to be given and as soon as the Minister pleaded that there is no need to refer this to a Select Committee, the members of the Opposition are also of the same opinion that there is no need to refer it to a Select Committee. So here you can find an instance to belie the often repeated attack that the members of the opposition oppose only for the sake of opposition. We co-operate in all resonable matters.

I am glad that the Government have definitely brought in this measure inspite of their hesitant and halting and faultering policy. Many of the Hon'ble members may remember that in the year 1946 I was deputed to the State of Hyderabad to study the working of the Road Transport system there. I submitted a report as the Chairman of the Road Transport Committee. Perhaps that report is still with the Government. In that report they recommended that in view of the importance of the road transport system in the State, it

was necessary for the Government to undertake nationalisation of bus services. Since then the Government have undertaken this in a limited way. Government have realised the importance of the transport system within the City of Bangalore. They knew that the City of Bangalore was a growing city and that its area and population would expand. The Government at that time thought of various measures to improve the transport system. Perhaps you may remember that the Government which preceded the Congress Government seriously thought of introducing electric trolley buses. They went headlong with the scheme. During the time of my esteemed friend Sri L. Siddappa, Government spent a good deal of amount and a scheme was prepared. Unfortunately that scheme was given up after the Congress Government came into power. Even now with the modern systemof conveyance, the present scheme will be incomplete without the introduction of electric trolley buses. Every big city like London, Rome, Paris, etc., have for their chief mode of conveyance, tube-railways and electric trolley buses. I hope the Hon'ble Transport Minister will unearth those records regarding the introduction of electric trolley buses and take suitable action. I am confident that in course of time the introduction of electric trolley buses will not only be inevitable but will also serve as a cheap mode of conveyance. The City of Bangalore hereafter requires an efficient system of transport within its limit. After the formation of a bigger State, the area and population of the, Bangalore City is bound to grow by leaps and bounds. Its importance will be enhanced. In course of time this City will as be big as the City of Madras. It is therfore very necessary that the Government from now on think of an efficient system of transport.

I am glad the Government have made up their mind to nationalise the bus transport system within the City and they are pursuing this matter in all seriousness and from 1st October the transport system of the City of Bangalore will be in charge of Government. But my only anxiety is this: after it becomes a Government concern and they assume the entire charge of administration, will it be better run or will the usual nepotism and favourtism prevail? They are all business concerns. Much depends upon how it is run, how it is managed and how it is administered. There is a clause in the Bill wherein it is said that all the officers of the Road Transport system will be retained. I am glad they will be retained. But one thing, this should not become a fertile ground for favouritism or pushing in their own people or political sufferers. If this is done in the long run the business will suffer. I know to the present Road Transport system, the rules of the Public Service Commission are applied; communal considerations are taken into consideration. If these matters are pursued too far, then the business concerns are bound to fail. If the business concerns are to run efficiently without loss, such extraneous considerations, like communal and other things, are out of place. It must be run as a business concern. In the present Road Transport Department I understand that the appointments to the posts of conductors or drivers should be done through the Public Service Commission.

SRI H. SIDDAVEERAPPA.—Drivers and Conductors are excluded from the purview of the Public Service Commission.

SRI J. MOHAMED IMAM.—My definite information is they should go to the Public Service Commission.

SRI H. SIDDAVEERAPPA.—Perhaps what they mean is, they have got a cycle of appointments. The P.S.C. also have their cycle of appointments. They want it to be kept in view while making appointments.

SRI J. MOHAMED IMAM.—So far as I have been able to gather information, even the appointments of menials should go to them.

SRI H. SIDDAVEERAPPA.—My Hon'ble colleague will follow the debate. I have got an urgent trunk call from Delhi. If you permit me I shall be back in a few minutes.

Mr. SPEAKER.—The House will now adjourn and meet again at 10-30 A.M.

The House adjourned at Ten of the Clock and reassembled at Thirty Minutes past Ten of the Clock.

[Mr. DEPUTY SPEAKER in the Chair].

*Sri J. MOHAMED IMAM.—Sir, to resume my speech, I was expressing my anxiety regarding the future and I was representing that this concern should be treated purely as a commercial concern and there should be very little of Government interference and that efficiency and utility should be the sole criterion. I was expressing that the appointments, specially low paid appointments, should be taken away from the purview of the Public Service Commission and the authorities in charge must be the sole judges to determine the qualification and to determine the necessity of entertaining the establishment. Sir, it is not uncommon that in Government concerns, there will be a tendency to overstaff or to employ more men than is necessary. So, I am sure that the future set up will bear all this in mind. After all nationalisation of any concern has to be judged from three important stand points. Firstly, it is presumed that the concern after assumption by Government, will be better administered. There will also be a feeling that after the concern is taken over, the people will be benefited more and more amenities and benefits will be conferred ;-and for having invested a good amount, we must expect a reasonable return also. In fact, these three factors should be always borne in mind. The Hon'ble Minister in charge suggested the formation of a Corporation and I welcome this idea. Hereafter, the entire concern, not only the B.T.C. which is going to be taken over, but also the Government Road Transport and also the concerns that come to us from the neighbouring areas—they must all be centralised together and they must be under a Corporation. If I am not mistaken, Sir, the Government Road Transport system in Bombay is being run and managed by a Board there. There are directors including some non-official directors and the entire management is left to this Board ; and when the four districts of Bombay come to Mysore, that will come to us as part of that system. Similarly in Hyderabad, the Road Transport is entrusted to the management of a Board consisting of highly placed officials. At least that was the case when I visited that State and I think even now that system is prevailing. On this Board there are three officials and Government interference is very little. The Government have mainly visitorial powers exercising a sort of vigilance over the concern just to satisfy themselves that the concern is run properly. When these concerns are being taken over, it is quite necessary to devote more thought as to how to co-ordinate these various concerns. I do not want that a separate establishment should be set up for the City Transport and another establishment for the Government Road Transport that has been running now efficiently. I want both these concerns to be combined along with those portions of the transport systems that come to us and that a centralised agency is created. For this purpose, I welcome the idea of the Corporation suggested by the Hon'ble Minister and I am sure the Government will follow this up vigilantly and promptly.

Sir, regarding the compensation, the Hon'ble Minister has been pleased to state that the Government propose to give an average of 10 years value of the shares as compensation. It looks reasonable, but at the same time, Sir, you must not overlook the fact that some of the share-holders might have paid a little more than what is being paid to them, particularly when the share value was very high. So, Sir I have no objection if the Hon'ble Minister is a bit liberal in this respect and gives the share-holders a little more. Anyway I leave it to the Government.

Sri A. BHEEMAPPA NAIK (Molakalmuru).—How can the Minister be a

bit liberal when you fix the quantum of compensation? If you want to be liberal, it is for you to bring an amendment to the Bill. If you agree here and now to what is being proposed in the Bill, naturally that amount has to be paid and no liberality will be possible.

Sri J. MOHAMED IMAM.—This is a matter I would like to leave to the Government. The only point is that I want the compensation should be just reasonable and fair. This is a matter which can be considered by the Government and I leave it to the House.

I have nothing more to say. I welcome this measure. I am only anxious that the concern hereafter should be run efficiently so that it may pave the way for increased development of the transport in the City of Bangalore which I am sure is going to become a premier city in our country.

With this I support the measure.

*Sri A. BHEEMAPPA NAIK.—Sir, I wholeheartedly welcome this measure of nationalisation and at the same time thank the Members of the Opposition for agreeing to this system of nationalisation. Now, Sir, the Home Minister deserves all congratulations. Whatever was the cause, at least now it has been realised and it would be an achieved thing from the 1st of October 1956. I have got a suggestion to make. The Company known as the Bangalore Transport Company, will not be in existence after 1st October 1956. I would like to know as to whom we have to pay the dividends. There would not be the Chairman and they have no further avocation to pursue because we are taking over the undertaking. And, I do not know whether these share-holders have liability on the shares. Shares might have been mortgaged in banks through somebody, say a gentleman like Sri L. S. Venkaji Rao. Then, it stands to reason that we have to make payment to the share-holder after discharging the liability on that share. This is the mode of payment for which no provision need be made but it is proper that we discharge the liability on the share and pay whatever remains over. Then, we are taking over the entire assets and the entire liabilities of the Company from 1st October, that is, whatever profits that have accrued up to 1st October would be taken over by Government. So also, whatever liability there is that also is taken over. Therefore, I am suggesting that while taking over the assets and liabilities of the Company, we will have to take into consideration whether they have paid the income-tax up to 1st October 1956 or not. They will not have paid it because the income-tax as such would have been paid only up to 31st March. They would have paid the other taxes up to 30th September 1956. But, they would not have paid the income-tax because it would be assessed on the future income. We are taking over the future income also. From 1st April 1956 to 30th September 1956, six months would be the period for which we will have to pay income-tax. That we will have to take into consideration and the income-tax will have to be paid only from the accrued profits. If we calculate on the basis of assets and liabilities, the assets may be to the tune of 27 to 30 lakhs and the liabilities may come to about 20 to 25 lakhs. We will be on the surplus side to the tune of 4 to 5 lakhs; that is a different thing. But the amount to which every share-holder is entitled to would be only Rs. 15-4-0 per share plus a dividend of Rs. 1-4-0 up to 1st October 1956. Thus, each shareholder would be entitled to Rs. 16-8-0. That will have to be paid direct to the share-holder and not to any of the Directors or to the Chairman or to the Company as such. The Company practically stands liquidated because it does not function any more from 1st October. We are taking away the share registers, the receipts and expenditure books, the cash account books and the cash in the bank. Then, Sir, the liability on the shares is not mentioned here. The accounts that we have taken do not show the liabilities on the share. Shares might have been pledged in banks. After paying to the bank we will have to get a certificate. Therefore, I want to know from the Transport

Minister whether he is going to make the payment direct to the share-holders or to the Company. I also want to know from him whether he has enquired as to how much the liability would be on each share.

Then, Sir, as regards the future management of the service it is for consideration whether it would be a part of the Mysore Government Road Transport or it would be kept separate. As Sri Imam observed, from 1st November several transport services would be coming into Mysore. He also rightly observed that there should be a Corporation to control all these concerns directly. Moreover, if this is kept under the Government control it could not be run efficiently because there would be a lot of red—tapism ; everything will have to be purchased through the Stores Purchase Committee and we all know what amount of delay is caused in such matters. To give an instance, in Chitaldrug certain buildings have been hired out for sheltering the buses of the Mysore Government Road Transport. There were no locks supplied. It is over 2½ months that a requisition was made and it is said that it has been referred to the Stores Purchase Committee. They are not able to get locks for the garages for the last two or three months because of this red-tapism. Though the Departmental Head is a person getting more than a thousand rupees as pay, an Assistant Commissioner who is in charge of the S.P.C. will control the entire thing. From Appleby's report we could see that works from which we could get lakhs of rupees income would be held up because supplies are not made in time. For these business concerns there should not be such controls as of the S.P.C. Therefore, a Corporation with autonomous powers, with visitorial powers vested with the Government, would run the concern very successfully.

Again, the Transport Minister was saying that the Public Service Commission would perhaps send a list for the appointments. If the Government is not really bound by the recommendations of the Public Service Commission, why should they follow this procedure at all ? There could as well be a Board of Appointment and let them select the candidates on the basis of efficiency—not on the basis of community. Especially in such matters, efficiency only should be the criterion. Therefore, these suggestions made by Sri Imam are very useful and I hope the Home Minister will take all these points into consideration while finalising the management of this concern.

*Sri Mulka GOVINDA REDDY (Chitaldrug).—Mr. Speaker, Sir I support this Bangalore Road Transport Service Bill, 1956. For the last five or six years there was agitation for the Bangalore Transport Company being nationalised. Government had decided previously that this service in Bangalore should be taken over. It still remains a mystery why Government did not implement the solemn promise that was made on the floor of this House in taking over the Bangalore Transport Company. Perhaps due to pulls and pressures from close quarters of their own party, they did not think fit to bring in this measure earlier.

Sir, the Leader of the Opposition and also the Minister who is in-charge of this Bill, have placed before us the need for having an efficient transport service in a city like Bngalore, the population of which is more than ten lakhs at present. We have also felt that the rates that the present Bangalore Transport Company is charging are much too high when compared to the rates that are prevailing in bigger cities like Calcutta or Bombay or Hyderabad. We have seen many a time, especially during office hours, people standing in queue for hours together to get accommodation in the buses. Though the number of buses is increased, it is not at all adequate and sufficient to cater to the needs of the travelling public.

Sir, Government have proposed some compensation to be paid to the share-holders of this Company.

11 A.M.

Under Clause 4, they state :

"4 (1) On the undertakings of the Company vesting in the

Government under this Act, a sum of rupees fourteen lakhs and eighteen thousand shall be payable as full compensation for the acquisition of the undertakings of the Company and the assets and documents as a result of the vesting under section 3.

(2) The compensation shall be due as from the vesting date and shall carry interest at the rates of three and a half per cent per annum from the vesting date to the date of payment."

It would have been better if the Hon'ble Minister had given more information regarding the assets of this Company. He stated that there are at present 131 buses. We do not know exactly out of 131 buses how many are serviceable and how many are not serviceable, what exactly are the liabilities of the Company and what will be the net assets after deducting the liabilities of the Company. If that information had been given to us, it would have been easier for us to arrive at a figure that has to be paid to the shareholders of this company.

Sir, there seems to be a preferential treatment with regard to this Bangalore Transport Company. The Government in 1947 introduced nationalisation of transport in some parts of Mysore. They did not take over all routes. The Government did not pay any compenastion to those who were running buses on those routes formerly. The compensation, if any, that was paid was in the form of issuing fresh licence for different routes. In fact it amounted to rehabilitation compensation. Why in this particular case Government want to be more sympathetic, I do not know.

(*Interruptions*)

What I am driving at is, the compensation that is proposed to be paid to this Company is too high and unreasonable. I could have understood if they had stated that they are going to give rehabilitated compensation. Regarding payment of compensation to the shareholders, if they had arrived at a figure after taking into consideration the net assets of the Company, present value of the buses and other liquid assets deducting from that amount the liabilities that the Company has to bear, I would certainly have had no objection. According to the proposal of the Minister it seems to me that they are thinking of paying compensation at Rs. 16 and odd per share the face value of which is Rs. 10. They have admitted that at no year after 1946, the Company has declared any dividend. We are quite certain that the shareholders of this Company have received adequate returns for their investment. It is true that these shares worth Rs. 10 each were quoted at Rs. 23. It is possible that some people might have paid such high value for these shares. Who are those people who paid such high rates ? They are speculators. The Government have banned satta business. Why should they show some consideration to these speculators who bought shares at that high rate ? I do not feel there is any reason why any consideration should be shown to these people just because they paid these shares such high rate. To-day whatever might be the market value of these shares it is unreasonable for the Government to give sanction to pay these shareholders at a rate which is higher than the face value of these shares.

Sir, the Government have not mentioned the step they have taken to assess the real value of the assets of this Company. We have had many complaints that many shady deals have taken place in this Company. I therefore urge the Government to take proper steps to investigate into this matter and see that proper valuation of the assets is taken.

Regarding section 8, provisions in respect of officers and employees of the Company, it is stated:

"8 (1) Subject to the provisions of sections 7 and 9 every officer or other employee of the Company (except a Director, Adviser, Consultant or Auditor) employed by the Company and still in employment immediately before the vesting date shall, in so far as such officer or other employee is employed in connection with the

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undertakings which have vested in the Government by virtue of this Act, become, as from the vesting date, an officer or other employee, as the case may be, of the Government and shall hold his office or service therein by the same tenure, at the same remuneration and upon the same terms and conditions and with the same rights and privileges as to pension and gratuity and other matters as he would have held the same under the Company if its undertakings had not vested in the Government and shall continue to do so unless and until his employment under the Government is terminated after giving him three calendar months' notice in writing or paying him three months pay in lieu of such notice or until his remuneration, terms and conditions including the privileges as to pension and gratuity are altered by rules or orders made by the Government.

(2) Notwithstanding anything contained in the Industrial Disputes Act, 1947 (Central Act XIV of 1947) or in any other law for the time being in force, the transfer of the services of any officer or other employee of the Company by virtue of this Act shall not entitle any such officer or other employee to any compensation under that Act or other law and no such claim shall be entertained by any court, tribunal or other authority."

Regarding the second clause under this section 8, I am afraid the Government are thinking of bringing in a measure by which they can undo the rights and privileges that are enjoyed under the Industrial Disputes Act, 1947. It is a Central Act. The Government of Mysore have no power and this Legislature has no power to make either directly or indirectly any amendment which will cut at the very roots of the benefits that are enjoyed under the Industrial Disputes Act. Whatever the powers they want to take under sub-clause 2, they are *ultra vires*. I do not know why the Government are thinking of this measure. On the other hand the Government should be very liberal in giving benefits to the officers and employees of the Transport Company who will come under Government management when this undertaking is taken over by them.

The Hon'ble Minister was pleased to say that after 1st November more than 1,000 buses would be running on routes and those buses would be under the control and management of the Government, that it would not be possible for the Government to manage such a huge system and therefore it might be necessary to form a Corporation to work the transport system in Mysore more effectively and efficiently. I welcome that suggestion and urge the Government to bestow serious thought in bringing this Corporation into being at the earliest. In Hyderabad and Bombay there are no private bus operators. It is unfortunate why in a model State like Mysore the entire transport system has not been undertaken by Government, though they took it in 1947, nearly a decade ago. I trust that the Government will seriously think over this matter and bring the entire transport system in Mysore under Government control or under a Corporation to be started by them.

The Minister was pleased to say that in order to have cheap, efficient and well organised transport system in Bangalore City the Government are taking over this Bangalore Transport Company. It is true that after the Government of Mysore introduced nationalisation of services in some parts of Mysore we did have and we are having comfortable and efficient transport system.

The travelling public thought they were enjoying some benefits while travelling in Mysore Government buses. They were put to hardships in a way. There is too much of over-loading in Government Buses. The same thing should not be repeated in Bangalore City. Nearly a lakh of people will be travelling in buses in Bangalore City and if the over-loading that is taking

place in Government buses elsewhere were to be repeated in Bangalore City, it will be no boon to the travelling public in Bangalore. On the other hand, they have to curse the Government of Mysore for having taken over the transport system in Bangalore.

Further, Sir, this transport system should be modernised. Sri Imam has already pointed out that the Transport committee in 1946 has made a recommendation to the Government that electrically driven trolley buses should be run in Bangalore City. It will be a good source of income to the Government of Mysore.

Sri. H. SIDDAVEERAPPA.—That was examined and it was found that the roads in Bangalore dit not admit of an over-all trolley system.

Sri Mulka GOVINDA REDDY.—Further Sir, crores of rupees are wasted on the import of diesel oil and petrol for running these services. There may be some difficulties; as the Hon'ble Minister put it, the roads in Bangalore City may not be very congenial or may not be helpful. But it is left to the Government of Mysore through the Corporation of the City of Bangalore to widen the roads wherever possible.

A MEMBER.—Ups and downs.

Sri Mulka GOVINDA REDDY.—Ups and downs will not matter. Whoever has visited Delhi, will know that it is quite possible, if only the Government decides, to introduce this trolley system. But for the present they may try in particular routes and if it is found workable, and more economical, the Government may introduce this trolley system throughout the Bangalore City.

The Hon'ble Minister did not give us any blue'print or outline of the Corporation that is going to be started after 1st November. When he moved this Bill the Hon'ble Minister gave us to understand that a Corporation is going to be started after 1st November. What I want to urge is that adequate representation on the Board of Management should be given to the employees. Further some representation should also be given to the users of these Government buses. I am not referring to the famous Dulles Plan for the Suez Canal. What I am saying is that two representatives of the users should be on the Board of Management so that they may bring to the notice of the management any inconveniences and difficulties that are being felt by the users of the Government Transport.

Sri D. DEVARAJ URS (Hunsur).—Who will be the Users' representative? The entire population will be users!

Sri Mulka GOVINDA REDDY.—Sir, the Minister was paying compliments to the Members of the Opposition for the accommodation that we gave him in bringing this measure before us without giving proper notice and he has again asked us to agree that there may not be any need for a Select Committee to go into this matter. When an important measure of this nature comes up before this Assembly, all formalities should be gone through. I do not know what prevented the Hon'ble Minister from giving us proper notice. It is all a mystery, as I said before, why such inordinate delay was made in bringing this measure now and not in proper time and going through the proper procedure. I support this measure, Sir.

Sri K. PATTABHIRAMAN (Kolar).—Sir, I generally endorse this Bill and I heartily congratulate the Hon'ble Minister for Transport for bringing forward this Bill. On the floor of this House on many former occasions, protests against delay and wide ejaculations have been made urging the immediate nationalisation of the transport services in the City. At any rate and at long last, that a measure such as this is before this House is a matter for congratulation.

Sir, I should not have ordinarily taken part in the debate over this Bill, particularly, in view of the very moving appeal of the Hon'ble Minister for Transport. I undertand his difficulties. Doubtless this Bill has to be on the Statute Book soon and it must be kept going by the 1st of October. All this is granted. If, nevertheless, I stand up to make some remarks, I would rather like that certain difficulties—let him not exaggerate them for himself and let him not feel that indirectly I am adding to his difficulties,—

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but there are some difficulties which I hope will be borne in mind. I am not suggesting the procedure of Select Committee. I know the Hon'ble Minister for Transport has made up his mind in this behalf. I therefore feel that at least while framing the Rules which are provided for in this Bill, he may bear in mind some of the difficulties which I point out now.

The most important aspect that I find in this Bill is that it is not merely a Bill providing for the acquisition of property under what we call, loosely, as Nationalisation, but there is something more. I am particularly referring to clause 9 of this Bill. Sir, I would be failing in my duty if I did not draw the attention of this House pointedly to clause 9. Generally, we do not find provisions of this kind in nationalisation legislation. Nor do I say that there is anything w rong in doing so. But it has a kind of bad flavour. I am referring to clause 9 which deals with the transactions resulting in, what is termed as dissipation of assets. What is the impression created in the mind of an outsider while going through this clause? Mostly it gives an impression that there is some suspicion somewhere lurking in the mind of the Government that between the dates, namely 1st March 1956 and the date of vesting, that date is going to be 1st October, there are possibilities of of certain dissipations of certain things which otherwise would not have happened. Having that in mind, the Government want to provide for that. I am making this deliberate suggestion because. . . .

A MEMBER.—May take place.

Sri K. PATTABHIRAMAN.—True. Now, I ask the Hon'ble Minister for Transport why he has not referred to this aspect in his introductory speech while moving this Bill for consideration. I think that he even said that in bringing forward this Bill, he had no misgivings absolutely. But if there still be any transaction, that required a provision of this kind, I tell him, that he should have taken us into confidence and he should have told us that there was this suspicion lurking in the Government's mind and that this provision had been put in here. I am not saying anything further.

Sir, I do not want to canvass support for anybody. Suppose there are acts of malfeasance, misfeasance or non-feasance, there is the law of the land; you have the Company Law to meet them. Such things could have been dealt with under the ordinary law of the land and such a provision need not have been brought in under a nationalisation legislation. I therefore ask him, what is it that you want to provide for? You have got a single judge tribunal and you want this matter to be placed before him and you say his orders will be final subject to an appeal before the High Court. You do not want that the matter should be questioned in any other Civil Court. If really he felt that in spite of scrutiny there was a lurking fear, it was open to him to share fears with us. Any how my feeling is that he is asking this House to register its approval to a legislation which has provided against imaginary, transactions. Let me once again assure the Hon'ble Minister for Transport that I am not making out a case for referring the Bill to a Select Committee. But I only wanted to bring to the notice of the Hon'ble Minister what I really felt while I read these clauses and their language. It really made some distressing reading. This is a matter where the prestige of the private sector is also involved. Here is a case where the transfer from the private sector is being effected to the public Sector and the Government takes up the responsibilities. But the language of this clause clouds the *bona fides* of the party with which it is dealing. Therefore, I would like to have a clarification from the Hon'ble Minister for Transport while replying to the debate on this Bill whether it has been worded in this manner only as a matter of abundant caution.

Sir, there is also another point in clause 9 (3) which reads as follows:—

> "(3) Where the Tribunal is satisfied that the transaction in respect of which an application is made is a transaction to which this section applies, then, unless the Tribunal is also satisfied that the transaction

was a proper transaction made in the ordinary course of business, regard being had to the circumstances at the time, and was not in any way connected with any provision made by this Act, or in anticipation of the making of any such provision, the Tribunal shall make such order against any of the parties to the application as the Tribunal thinks just having regard to the extent to which the parties were respectively responsible for the transaction or benefited from it tand all the circumstances of the case."

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The whole clause 9 with its various sub-divisions makes a very distressing reading. I want a clarification about this. I leave it there. The Hon'ble Member for Molakalmuru expressed a doubt that from 1st October the Company ceases to exist. It is not so. As a matter of fact, if you look at the several provisions of the Bill, you want the Company to be in existence for at least two months more. There are certain liabilities cast upon it. But, I want the Home Minister however to consider the suggestion made by Sri Bheemappa Naik. He made a definite and a pertinent suggestion. There is no doubt that compensation and other dues that have to be paid, have to be paid. But a suggestion was made by the Hon'ble Member that Government must deal straight with the shareholder. That has not been provided in the Bill. The payment will have to be made to the Company. And the company is to exist for certain purposes, to discharge certain liabilities and bear responsibilities that are cast on it. I leave it to the Home Minister, and if that suggestion of Sri Bheemappa Naik commends itself to him, he may consider suitable provision in the rules.

The other suggestion that I would like to make is as regards the future working of this undertaking. The Hon'ble Minister said that areas with similar undertakings would be coming into the greater Mysore. In the course of his remarks while sponsoring this Bill, he also said that he was thinking of a Corporation in this matter. Not that I am opposed to this idea, but what I feel is this. To-day, as a Government undertaking, you get exemption from income-tax, but the moment you convert it into a Corporation undertaking the one effect would be that it has to pay the income-tax. One of the assurances I want from the Hon'ble Minister is that, so far as this undertaking is concerned, the conversion will not materialy affect the finances and the financial position. Corporation has got certain advantage and disadvantage also. Perhaps, a Corporation is a happy compromise between the two extremes. So I said, it is a very happy compromise. But still I want to know whether financially speaking, a strong case has been made out for a corporation and whether it is well advised in embarking on that. I have absolutely no quarrel to the constitution of a Corporation.

One other suggestion and I am done. It is really very happy that Government are bringing forward a Bill of this kind. There are some difficulties. Some of them have been already put forward by my Hon'ble friends Sri Imam and Sri Bheemappa Naik. The transposition of an undertaking like this from the private sector to the public sector may have certain very good advantages. I know, that, swearing as you do by the socialistic pattern of society, this change is inevitable. You are taking an inevitable course because you are committed to a sound principle and shall I also say to them, you are committed to a conviction. But let us ensure a real change and make the undertaking really efficient. Take the Government Road Transport Department of Mysore. I know of a galaxy of Ministers and General Managers who have done very good work. But what are the principles that the Government are following in the matter of transfers and other administrative details? I respectfully submit to the Transport Minister through you, Sir, that, so far as these business undertakings are concerned, if you put an I. A. S. Officer or a Revenue Officer, I have no quarrel. But, I have every objection

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for their being frequently changed. The changes are so frequent. To-day he is the General Manager of Road Transport, but tomorrow he will be the Commissioner of a City Municipality. By the time he acclamatises himself and familiarises himself with the work and helps to improve the revenue to Government, he is transferred. These frequent transfers must be avoided. This ought to be run purely on a business scale. The yardstick by which we measure the efficiency of the personnel should be the return and the yield. Supposing you put an I.A.S. Officer to this Department and you want to promote him. By all means promote him but continue him in that place. All that is needed of him is, he must do efficient work and Government must be satisfied with his work and results. So far as the business concerns go Government must have a definite policy in these matters. What would apply to a transfer in any other department should not apply here. Sri Mascarenhas has been time and again insisting and emphasising that so far as business undertakings of the Government are concerned, they must follow the policy adumbrated in and adopted by the commercial undertakings. So far as the Government Road Transport Department is concerned, I would be failing in my duty if I do not make a mention about the very good work that is being done and I wholeheartedly congratulate the Transport Minister. But, that must be translated also in the future management of the new undertaking after the nationalisation of the B. T. C. My friend Sri Mulka Govinda Reddy said that the test for efficient management is that the undertaking should satisfy the user of the service, the commonman and the way in which the transport service would cater to his needs and get his appreciation—that is the yardstick to measure. If that was borne in mind I am sure the future of this new service would be very nice. One happy sight I saw, was, the ex-Home Minister who had something to do with this undertaking before, getting so alert and jumping from his seat to the seat of Sri Siddaveerappa for a while—Sri Mariappa I am referring to. The Transport Minister has brought forward this very notable and very welcome measure. I hope it would be, really, to the advantage of the country and shall I say, to the advantage of the Exchequer.

*SRI S. SRINIVASA IYENGAR (T.-Narasipur).—Mr. Speaker, I rise to place my views on this Bill. Of course, I welcome the Bill wholeheartedly. The Transport Minister has already received compliments from many Members of this House and I would like to join with them.

Sir, you may remember that the question of nationalisation of the Bangalore Transport Company had come before this House two to three years ago. You may also remember that some provision was also made in a supplementary Budget Estimate. The reason given in the Memorandum was 'for the purpose of nationalisation of the Bangalore Road Transport.' And yet I could not understand why this Bill was delayed all these years. Supposing it was considered that the Bill could not be introduced because of the duration of the licence even now the Bill has come prior to the expiry of the term. Therefore, an explanation is necessary why the Bill was not introduced earlier. By hurrying it up, Government have taken away our right of even notification. We no doubt agreed because it benefits the State and it is in the interest of the common man. So, we had no objection to waive the usual time of notice. But, we want to know why Government delayed it. My friends have the majority and therefore they should not assume that for everything they have a right.

Secondly, Sir, the compensation. The Hon'ble Minister has placed before us two important suggestions and I entirely agree with him and I support the principle he has accepted. The average share value is the best value for payment of compensation for any company because the other principle, *i.e.*, valuation of the assets is open to examination. Even though Bangalore Transport Company might have provided large sums of money

every year for dividends and even hough the assets of the Company might be far higher than the compensation, we say, as a principle, we have adopted to accept the average share value. What I want to know is, from 1st July 1955 to the 30th September 1956 dividend has got to be paid to the Company; the Minister has himself said it in the Statement of Objects and Reasons. I want to know whether this compensation includes the divisible net profits from the working of the Company for this period and if so, to what per cent it works; or, whether Government wants to withhold some portion of the divisible profit.

Sir, next I want to dwell upon clause 8. Clause 8 no doubt assures the services of the employees to be continued even under the management of Government. But, what I have not understood is this. Ever since the talk of nationalisation I learn, the Company have not given increments to the staff that were legitimately due to them.

There are nearly 950 employees in this Company. If their increments have not been given from the date they took the decision of this nationalisation, it is natural that the Government should pay the claim of these officials out of the divisible net profits. Further it is not clear from that clause whether any bonus will be paid to the employees of the Company. It was usual with the Company that whenever they declared a dividend of 10 per cent they paid three months' salary as bonus to the staff. Since the number of the staff is about 950, I feel that the claims of the staff should not be deferred. There should be a definite provision in respect of that in the Bill.

In respect of clause 9, I notice two things. As Hon'ble Sri K. Pattabhiraman has stated, the Government desire to examine the working of the Company from the 1st day of March 1956. How did they arrive at that date? I believe the Government announced their intention to nationalise the Bangalore Road Transport system from 1st March 1954. Therefore it would be better to change this date to 1st March 1954.

There have been some complaints that the cars of the Bangalore Transport Company had been sold to employees at rock bottom price, which, those employees sold for very high profits. Such sort of complaints may be brought under sub-clause (*f*) of clause 9. When the Government have provided certain clauses to enable them to examine such transactions it is but necessary that they should put a date which is most convenient to safeguard the interests not only of shareholders but also of the people.

Sir, I come to clause 12. Under this clause the Government have reserved the Road Transport Services in Bangalore City to themselves within a radius of 10 miles from the boundaries of the Bangalore Corporation. The present fleet of the Corporation itself consists of 131 vehicles. I have observed many times that many of these buses are rickety and on rainy days one would need an umbrella to protect himself while travelling in these buses. With this number of vehicles Government may not be able to run an efficient service. After the nationalisation of the Road Transport System we have seen a number of difficulties; over-loading has been already pointed out. The provision of standing passengers was introduced just for the emergency of war but let it not continue any longer. In many routes provision of vehicles is very few and far between. One has to stand nearly 20 to 30 minutes to get a bus. Such a thing should not continue under the new management. We expect better number of good buses and number of routes also should be increased. On this occasion it may not be inappropriate if I say that the structure of fare table should be revised. We have at present got a very heavy rate structure. If we get into a bus at the Central College and get down at the Occupational Institute we will have to pay two annas. In certain other instances the fare is very costly. It does not compare well with the rate structure in other provinces, for example, Madras. I believe that the Government will go into this rate structure and help passengers. As has already been stated, the population of Bangalore would be very large

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after 1st November. It is very necessary to provide efficient transport system in Bangalore City.

A reference was made about the formation of a Corporation. The Planning Commission is very definite about it. I request your permission to read the relevant portion :

> "The Government Road Transport should be managed by Corporations in which railways and private operators participate along with the Government."

So it is very necessary that the Government should manage this Road Transport by means of a Corporation. This has been the very definite view of the Planning Commission. I believe the Government would see their way to introduce a Bill to bring into operation these Corporations immediately.

*ಶ್ರೀ ಪಿ. ಆರ್. ರಾಮಯ್ಯ (ಬಸವನಗುಡಿ).—ಸ್ವಾಮಿ, ಈ ಮಸೂದೆಯನ್ನು ನಾನು ಬಹಳ ಆದರದಿಂದ ಸ್ವಾಗತಿಸುತ್ತೇನೆ. ಆದರೆ ಈ ಮಸೂದೆಯ ಪೀಠಿಕೆಯಲ್ಲಿ ಸರ್ಕಾರದವರು ಎರಡು ಪದಗಳನ್ನು ಉಪಯೋಗಿಸಿದ್ದಾರೆ. ಆ ಎರಡು ಪದಗಳು ಯಾವುವೆಂದರೆ : "Whereas it is expedient in the interest of the general public to promote efficient and adequate road transport service in Bangalore" ಎಂಬುದಾಗಿ. ಎಂದರೆ ಮುಂದೆ ಬರತಕ್ಕಂಥ ಹೊಸ ಏರ್ಪಾಡಿನಿಂದ ಬೆಂಗಳೂರು ನಗರದಲ್ಲಿ ಸಾಕಷ್ಟು ಸಂಚಾರಣಾ ಸೌಕರ್ಯಗಳಿರಬೇಕು; ಮತ್ತು ಅವು ದಕ್ಷತೆಯಿಂದ ಕೂಡಿರಬೇಕು ಎಂಬುದಾಗಿ ಎರಡು ಪದಗಳನ್ನು ಅಥವಾ ವಿಷಯಗಳನ್ನು ಪೀಠಿಕಾಪ್ರಕರಣದಲ್ಲಿ ಸೂಚಿಸಿದ್ದಾರೆ. ಇನ್ನು ಮುಂದೆ ಬರತಕ್ಕಂಥ ಏರ್ಪಾಡಿನಿಂದ ಸಂಚಾರ ಸೌಕರ್ಯಗಳಿಗೆ ಅನುಕೂಲವಾಗುವಂತೆ ಸಾಕಷ್ಟು ಬಸ್ಸುಗಳಿರಬೇಕು ಮತ್ತು ಎಲ್ಲೆಲ್ಲಿಗೆ ಈ ಬಸ್ಸುಗಳನ್ನು ಹಾಕಬೇಕಾದ ಆವಶ್ಯಕತೆಯಿದೆಯೋ ಅಂಥ ಕಡೆಗಳಲ್ಲಿ ಉತ್ತಮ ರಸ್ತೆಗಳೂ ಇರಬೇಕು. ಅಷ್ಟೇ ಅಲ್ಲದೆ ಯಾವ ಯಾವ ರಸ್ತೆಗಳಲ್ಲಿ ಜನ ಸಂಚರಣೆ ಹೆಚ್ಚಾಗಿದೆಯೋ ಅಂಥ ರಸ್ತೆಗಳಲ್ಲಿ ಹೆಚ್ಚು ಸಂಖ್ಯೆಯ ಬಸ್ಸುಗಳು ಇರಬೇಕಾದದ್ದು ಅಗತ್ಯ. ಮೇಲಾಗಿ ಈ ವ್ಯವಸ್ಥೆಯು ದಕ್ಷತೆಯಿಂದ ಕೂಡಿರಬೇಕೆಂಬುದು ಅತಿ ಮುಖ್ಯವಾದುದು. ಈ ಎರಡು ಮುಖ್ಯವಾದ ಉದ್ದೇಶಗಳನ್ನಿಟ್ಟುಕೊಂಡು ಸರ್ಕಾರದವರು ಈ ಹೊಸ ಏರ್ಪಾಡನ್ನು ಜಾರಿಗೆ ತರಬೇಕಾಗಿದೆ.

ಈಗಾಗಲೇ ಮಾನ್ಯ ಸದಸ್ಯರನೇಕರು ಹಣಕಾಸಿನ ಹಾಗೂ ಪರಿಹಾರ ಮೊಬಲಗಿನ ಬಗ್ಗೆ ಪ್ರಸ್ತಾಪ ಮಾಡಿದ್ದಾರೆ. ಆದರೆ ನಾನೀಗ ಆ ವಿಚಾರಗಳಿಗೆ ಪ್ರವೇಶ ಮಾಡುವುದಿಲ್ಲ. ನಾಳೆ ಹೊಸ ರಾಜ್ಯ ವೇರ್ಪಾಡಾದಾಗ ಬೆಂಗಳೂರು ನಗರದಲ್ಲಿ ಮಾದರಿಯಾದ ಮತ್ತು ಹೆಸರಾದಂಥ ವಾಹನ ಸಂಚಾರ ಸೌಕರ್ಯವಿರಬೇಕಾದುದು ತೀರಾ ಅವಶ್ಯಕ ಮತ್ತು ಅಗತ್ಯ. ಕಳೆದ 28 ವರ್ಷಗಳ ಹಿಂದೆಯೇ ಎಂದರೆ ಸುಮಾರು 1920ನೇ ಇಸವಿಯಿಂದಲೂ ಈ ಬೆಂಗಳೂರಿನಲ್ಲಿ ಬಸ್ಸುಗಳ ಓಡಾಟ ಪ್ರಾರಂಭವಾಯಿತು. ಆದರೆ ಈಗಿರತಕ್ಕಂಥ ರಾಷ್ಟ್ರೀಕರಣ ವ್ಯವಸ್ಥೆ ಜಾರಿಗೆ ಬಂದು ಸುಮಾರು ಹತ್ತು ವರ್ಷಗಳಕಾಲವಾಯಿತು. ಇಷ್ಟು ಕಾಲದಿಂದ ನಮ್ಮ ಬೆಂಗಳೂರು ನಗರದಲ್ಲಿ ಬಸ್ಸುಗಳ ಸಂಚಾರ ಸೌಕರ್ಯವಿದ್ದಾಗ್ಯೂ ಇದು ಮದರಾಸ್ ಮತ್ತು ಬೊಂಬಾಯಿ ನಗರಗಳಲ್ಲಿರುವ ವಾಹನಸೌಕರ್ಯಗಳಷ್ಟು ವಿತರಣೆಯಿಂದ ಕೂಡಿದ ಸರ್ವೀಸಾಗಿಲ್ಲ. ಆದಕಾರಣ ನಾವೀಗ ಈ ನೂತನ ವ್ಯವಸ್ಥೆಯನ್ನು ಕೈಗೊಳ್ಳುವ ಕಾಲದಲ್ಲಿ ಆಲೋಚಿಸಬೇಕಾದಂಥ ಮತ್ತು ಗಮನಿಸಬೇಕಾದಂಥ ವಿಚಾರಗಳು ಎರಡು ಮೂರು ಇರುತ್ತವೆ. ಅವುಗಳು ಯಾವುವೆಂದರೆ :—ಮೊಟ್ಟಮೊದಲನೆಯದಾಗಿ ಈ ಬಸ್ಸುಗಳು ಓಡತಕ್ಕ ರಸ್ತೆಗಳು ಚೆನ್ನಾಗಿರಬೇಕು, ಸರಿಯಾಗಿರಬೇಕು. ಆದುದರಿಂದ ಈ ಬಸ್ಸುಗಳು ಓಡತಕ್ಕ ಪ್ರದೇಶದ ಎಂದರೆ ಬೆಂಗಳೂರು ಕಾರ್ಪೋರೇಷನ್ ಸಂಸ್ಥೆಯವರಿಗೂ ಮತ್ತು ಈ ಬಸ್ಸುಗಳನ್ನು ನಡೆಸತಕ್ಕಂಥ ಸಂಸ್ಥೆಯವರಿಗೂ ಒಂದು ವಿಧವಾದ ಸಂಬಂಧವಿರಬೇಕಾದದ್ದು ಅಗತ್ಯ. ರಸ್ತೆಗಳು ಸಾಕಷ್ಟಿರಬೇಕು ; ಮತ್ತು ಅವು ಸಮರ್ಪಕವಾದ ರೀತಿಯಲ್ಲಿರಬೇಕಾದದ್ದು ಒಂದು ಬಹು ಮುಖ್ಯವಾದ ವಿಚಾರ. ಆದರೆ ಹಾಗೆ ಈ ದಿವಸ ನಮ್ಮ ನಗರದಲ್ಲಿ ಸಾಕಷ್ಟು ರಸ್ತೆಗಳಿಲ್ಲ. ಉದಾಹರಣೆಗೆ ಹೇಳುವುದಾದರೆ, ಬೆಂಗಳೂರು ನಗರದಲ್ಲಿ ಉತ್ತರದಿಂದ ದಕ್ಷಿಣಾಭಿಮುಖವಾಗಿ ಹೋಗಲು ಇರುವುದು ಎರಡೇ ಎರಡು ರಸ್ತೆಗಳು. ಅವು ದೊಡ್ಡಪೇಟೆ ಮತ್ತು ಅರಳೇಪೇಟೆ. ಈ ಪ್ರದೇಶಕ್ಕೆ ಇನ್ನೊಂದು ರಸ್ತೆ ಬೇಕಾಗಿದೆ. ಅನೇಕ ವರ್ಷಗಳಿಂದ ಸುಮಾರು ಕಾಲು ಶತಮಾನದಿಂದ ಈ ಪ್ರದೇಶದಲ್ಲಿ "ಕೃಷ್ಣಯ್ಯಂಗಾರ್ ರಸ್ತೆ" ಎಂಬ ಮತ್ತೊಂದು ರಸ್ತೆಯನ್ನು ಮಾಡಬೇಕೆಂಬುದಾಗಿ ಒತ್ತಾಯ ಮಾಡುತ್ತಿದ್ದರೂ ಆ ರಸ್ತೆ ಇನ್ನೂ ಆಗಲಿಲ್ಲ. ಇದರ ಜೊತೆಗೆ ಈ ಹೊತ್ತು ಕಾರ್ಪೋರೇಷನ್ ರಸ್ತೆಗಳು ಯಾವರೀತಿಯಾಗಿರುತ್ತವೆಯೆಂಬುದನ್ನು ಸಹ ಗಮನಿಸಬೇಕಾಗಿದೆ. ಇನ್ನು ಮುಂದೆ ಸರ್ಕಾರವೇ ಈ ಕಾರ್ಯಕ್ಕೆ ಕೈಹಾಕುವುದರಿಂದ ಬೆಂಗಳೂರು ನಗರದಲ್ಲಿ ಹೊಸದಾಗಿ ಎಲ್ಲೆಲ್ಲಿಗೆ ಇನ್ನೂ ಬಸ್ಸುಗಳನ್ನು ಅಗತ್ಯವಾಗಿ ಹಾಕಬೇಕಾಗಿದೆ ಎಂಬ ವಿಚಾರವನ್ನು ತೀವ್ರವಾಗಿ ಆಲೋಚಿಸಬೇಕಾಗಿದೆ. ಈಗ ಈ ಬಸ್ಸುಗಳು ಬೆಂಗಳೂರು ನಗರದಲ್ಲಿ......

Sri M. PALANIYAPPAN (Ulsoor).—Sir, I want to raise a point of order. The Hon'ble Member is having an umbrella and is speaking.

Sri P. R. RAMAIYA.—I am glad it has attracted your attention.

Mr. DEPUTY SPEAKER.—I do not declare it as a point of order.

ಶ್ರೀ ಪಿ. ಆರ್. ರಾಮಯ್ಯ.—ಈಗ ಟ್ರಾನ್ಸ್‌ಪೋರ್ಟ್ ಸರ್ವೀಸನ್ನು ನಗರದಲ್ಲಿ ಹೊಸದಾಗಿ ಏರ್ಪಡಿಸುವುದಕ್ಕೆ ಪ್ರಯತ್ನ ಮಾಡುತ್ತಿರುವುದರಿಂದ ಇಂಥ ಸಮಯದಲ್ಲಿ ಒಳ್ಳೆಯ ರಸ್ತೆಗಳು ಯಾವ ಯಾವುವು ಎಷ್ಟೆಷ್ಟಿವೆ, ಉತ್ತಮಪಡಿಸಬೇಕಾದ ರಸ್ತೆಗಳು ಯಾವುವು ಮತ್ತು ಹೊಸ ಲೈನುಗಳನ್ನು ಎಲ್ಲೆಲ್ಲಿ ತೆರೆಯಬೇಕು ಎಂಬುದನ್ನೆಲ್ಲ ಪರಿಶೀಲನೆ ಮಾಡಬೇಕು. ಈ ಸಂಬಂಧದಲ್ಲಿ ಈಗ ಈ ಬೆಂಗಳೂರು ಕಾರ್ಪೋರೇಷನ್ ಸಂಸ್ಥೆಯಲ್ಲಿ ಇರುವ ಇಂಜಿನಿಯರ್ ಅವರನ್ನು ಸಹಾಯಕ್ಕೆ ತೆಗೆದುಕೊಂಡು ಇಲ್ಲಿ ರಸ್ತೆಗಳನ್ನು ಬದಲಾವಣೆ ಮಾಡಬೇಕಾಗಿ ಒಬ್ಬ

ತ್ತದೆ. ಆದರೆ ಈಗಾಗಲೇ ಒಬ್ಬ ಮಾನ್ಯ ಸದಸ್ಯರು ಈಗ ಇರತಕ್ಕ ರೂಟುಗಳಲ್ಲೇ ಸಾಕಷ್ಟು ಬಸ್ಸುಗಳು ಇರುವುದಿಲ್ಲ ಎಂಬುದಾಗಿ ಹೇಳಿದರು. ಅದಕ್ಕೆ ಅನುಗುಣವಾಗಿ ಮಾನ್ಯ ಮಂತ್ರಿಗಳೂ ಕೂಡ 130 ಬಸ್ಸುಗಳು ಇರುತ್ತವೆಂದೂ ಅವುಗಳ ಜೊತೆಗೆ ಇನ್ನೂ ಸ್ವಲ್ಪ ಬಸ್ಸುಗಳನ್ನು ಹೆಚ್ಚಿಸಬೇಕಾಗಿಬರಬಹುದೆಂದೂ ಅಪ್ಪಣೆ ಕೊಡಿಸಿದ್ದಾರೆ. ಅಷ್ಟೇ ಅಲ್ಲದೆ, ಬೆಂಗಳೂರು ನಗರದ ಸುತ್ತ ಮುತ್ತಲೂ ಹತ್ತು ಮೈಲಿ ಫಾಸಲೆಯೊಳಗಿರತಕ್ಕ ಎಲ್ಲ ಪ್ರದೇಶಗಳಿಗೂ ಈ ಬಸ್ಸುಗಳ ಸೌಕರ್ಯವನ್ನು ಒದಗಿಸುವುದಾಗಿ ತಿಳಿಸಿರುತ್ತಾರೆ. ಈ ಸಂದರ್ಭದಲ್ಲಿ ಮತ್ತೊಂದು ಅಂಶವನ್ನು ಗಮನಿಸಬೇಕಾಗಿದೆ. ಯಾವ ಯಾವ ರಸ್ತೆಯಲ್ಲಿ ಪ್ರಯಾಣೀಕರ ಸಂಖ್ಯೆ ಹೆಚ್ಚಾಗಿದೆ, ಯಾವ ವೇಳೆಯಲ್ಲಿ ಈ ಪ್ರಯಾಣೀಕರ ಸಂಖ್ಯೆ ಅಧಿಕವಾಗಿರುತ್ತದೆ, ಎಷ್ಟು ಕಾಲದ ತನಕ ಈ ಜನ ಸಂಚಾರಣೆ ಇರುತ್ತದೆಂಬುದನ್ನು ಚೆನ್ನಾಗಿ ಶೋಧನೆ ಮಾಡಿ ನೋಡಬೇಕು.

Mr. DEPUTY SPEAKER.—These are all working details that will come later on. If you have anything to say with regard to this Bill it will be very helpful.

ಶ್ರೀ ಪಿ. ಆರ್. ರಾಮಯ್ಯ.—ಏತಕ್ಕಾಗಿ ಈ ವಿಚಾರಗಳನ್ನೆಲ್ಲಾ ನಾನು ಪ್ರಸ್ತಾಪ ಮಾಡುತ್ತಿದ್ದೇನೆಂದರೆ ಈಗ ಹೊಸದೊಂದು ಏರ್ಪಾಡು ಜಾರಿಗೆ ಬರಬೇಕಾಗಿರುವುದರಿಂದ ಅದಕ್ಕೆ ಸಾಕಷ್ಟು ಬಸ್ಸುಗಳು ಬೇಕು, ರಸ್ತೆಗಳು ಚೆನ್ನಾಗಿರಬೇಕು ಎನ್ನುವುದೆಲ್ಲಾ ಬಹಳ ಮುಖ್ಯವಾದಂಥ ವಿಷಯಗಳು. ತಾವು ಹಾಗೆ ಪರೀಕ್ಷೆ ಮಾಡಬೇಕೆಂಬ ಇಚ್ಛೆ ಇದ್ದರೆ ಬೆಳಗಿನ 10 ಘಂಟೆಯ ವೇಳೆಯಲ್ಲಿ ಬಸವನಗುಡಿ ಗಾಂಧಿಬಜಾರ್ ಸ್ಥಳಗಳಿಗೆ ಬಂದು ನೋಡಿ; ಶಾಲಾ-ಕಾಲೇಜುಗಳಿಗೆ ಹೋಗತಕ್ಕ ಬಾಲಕ ಬಾಲಕಿಯರ ಸಂಖ್ಯೆ ಎಷ್ಟು ಅಗಾಧವಾಗಿರುತ್ತದೆಂಬ ಅಂಶ ತಮ್ಮ ಮನಸ್ಸಿಗೂ ಗೊತ್ತಾಗುತ್ತದೆ. ಅಂಥ ಅನಾನುಕೂಲಗಳಿಲ್ಲದಂತೆ ಮಾಡಬೇಕಾದರೆ ಆ ಸ್ಥಳಗಳಿಗೆ ಆ ಕಾಲಕ್ಕೆ ಸರಿಯಾಗಿ ಹೆಚ್ಚು ಬಸ್ಸುಗಳನ್ನು ಓಡಿಸಬೇಕಾಗಿರುತ್ತದೆ.

ಇನ್ನು ಈ ದರಗಳ ವಿಚಾರ ತೆಗೆದುಕೊಂಡರೆ "ನ್ಯಾಷನಲೈಜೇಷನ್ ಆಫ್ ಫೇರ್ಸ್" ಎಂಬುದಾಗಿ ಇದನ್ನು ನಿಗದಿ ಮಾಡಬೇಕು. ಬೊಂಬಾಯಿನಲ್ಲಿ ಏಳು ಮೈಲಿಗೆ ಮೇಲ್ಪಟ್ಟು ಹೋದಾಗ್ಯೂ ಒಂದಾಣೆ ಎರಡಾಣೆಗಿಂತ ಜಾಸ್ತಿ ಇಲ್ಲ. ಇಲ್ಲಿ ಸ್ವಲ್ಪದೂರ ಪ್ರಯಾಣ ಮಾಡಬೇಕಾಗಿದ್ದರೂ ನಾಲ್ಕಾಣೆ ಕೊಡಬೇಕು. ಮೆಜೆಸ್ಟಿಕ್ ಸರ್ಕಲ್‌ನಿಂದ ಉತ್ತರಕ್ಕಾಗಲಿ ಅಥವಾ ದಕ್ಷಿಣಕ್ಕಾಗಲಿ ಪ್ರಯಾಣ ಮಾಡಿದರೆ ಈ ರೇಟಿನ ವಿತರಣೆ ಇಲ್ಲ. ಈಗ ಈ ಅಂಶಗಳನ್ನೆಲ್ಲ ನಾವು ಗಮನಕ್ಕೆ ತೆಗೆದುಕೊಳ್ಳಲು ಸಕಾಲವಾಗಿದೆ. ಬೆಂಗಳೂರು ನಗರದಲ್ಲಿ ಕಾರಿನ ಸೌಕರ್ಯ ಹೊಂದಿರತಕ್ಕ ಸಂಸಾರಗಳು ಎರಡು ಸಾವಿರಕ್ಕೆ ಮೇಲಿರಲಾರವು. ಇತ್ತೀಚೆಗೆ ಕೆಲವು ಸ್ಕೂಲುಗಳ ಮತ್ತು ಫ್ಯಾಕ್ಟರಿಗಳ ಕೆಲಸಕ್ಕೆ ಹೋಗತಕ್ಕ ಜನರ ಸೌಕರ್ಯಗಳಿಗೆ ಸೂಕ್ತ ಏರ್ಪಾಡನ್ನು ಮಾಡಿದ್ದಾರೆ. ಆದರೆ ವಿದ್ಯಾರ್ಥಿಗಳಿಗೆ ಅಂಥ ಯಾವ ಏರ್ಪಾಡನ್ನೂ ಮಾಡಿರುವುದಿಲ್ಲ. ಬೆಂಗಳೂರು ನಗರದ ಬಸ್ಸುಗಳಲ್ಲಿ ಪ್ರಯಾಣ ಮಾಡುವ ವಿದ್ಯಾರ್ಥಿಗಳ ಸಂಖ್ಯೆ ಇಪ್ಪತ್ತು ಸಾವಿರಕ್ಕೆ ಮೇಲ್ಪಟ್ಟಿದೆ. ಅವರಿಗೆ ಸರಿಯಾದ ಪ್ರಯಾಣ ಸೌಕರ್ಯವನ್ನು ಒದಗಿಸಬೇಕು. Peak hours ನಲ್ಲಿ ಶಾಲಾ ಕಚೇರಿಗಳಿಗೆ ಹೋಗತಕ್ಕವರಿರುತ್ತಾರೆ. ಆದ್ದರಿಂದ ಅಂಥ ಸಮಯಗಳಲ್ಲಿ ಹೆಚ್ಚು ಬಸ್ಸುಗಳನ್ನು ಓಡಿಸಬೇಕೆಂದು ಹೇಳುತ್ತೇನೆ. ಎಲ್ಲ ಫ್ಯಾಕ್ಟರಿಗಳವರೂ ಕೂಡ ತಮ್ಮಲ್ಲಿ ಕೆಲಸ ಮಾಡುವ ಸಿಬ್ಬಂದಿಯವರು ಬಂದು ಹೋಗಲು ತಾವೇ ಬಸ್ಸುಗಳನ್ನು ಇಟ್ಟುಕೊಂಡಿದ್ದಾರೆ. ಹಾಗೆಯೇ ಸರ್ಕಾರಿ ಆಫೀಸುಗಳಲ್ಲಿ ಕೆಲಸ ಮಾಡುವ ನಾನ್-ಗೆಜೆಟೆಡ್ ನೌಕರರು ಮತ್ತು ಇತರರು ತಮ್ಮ ಕೆಲಸಕಾರ್ಯಗಳಿಗೆ ಬಂದು ಹೋಗಲು ಸರ್ಕಾರದವರು ಪ್ರತ್ಯೇಕವಾಗಿ ಬಸ್ ಸಂಚಾರ ವ್ಯವಸ್ಥೆಯನ್ನು ಇಡಬೇಕಾದದ್ದು ಅವಶ್ಯಕ.

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ನವಂಬರ್ ಮೊದಲನೆಯ ತಾರೀಖಿನಿಂದ ಇನ್ನೂ ಕೆಲವು ಪ್ರಾಂತಗಳು ಮೈಸೂರಿನಲ್ಲಿ ಸೇರುತ್ತವೆ. ಅಲ್ಲಿ ಇರುವ Transport services ಎಲ್ಲವನ್ನೂ ಕೂಡ ತೆಗೆದುಕೊಳ್ಳಬೇಕಾಗಿ ಬರುತ್ತದೆ. ಆಗ ಈ ವ್ಯವಸ್ಥೆಯು ದೊಡ್ಡದಾಗುತ್ತದೆ. ಹೀಗಾಗುವುದರಿಂದ ಇದನ್ನು ಸರಿಯಾದ ಆಡಳಿತ ವ್ಯವಸ್ಥೆಯಲ್ಲಿ ನಡೆಸಬೇಕಾದರೆ, ಈಗ ರೈಲ್ವೆಗಳಲ್ಲಿ ಮಾಡಿರುವ ಹಾಗೆ, regional officers ನೇಮಕ ಮಾಡಬೇಕಾಗುತ್ತದೆ. ರೀಜನಲ್ ಆಫೀಸರ್ಸ್ ಇಲ್ಲದೆ ಹೋದರೆ ಒಂದೇ ಕೇಂದ್ರದಿಂದ ಸಮರ್ಪಕವಾದ ಆಡಳಿತ ನಡೆಯುವುದಿಲ್ಲ. ಆದುದರಿಂದ ಹತ್ತು ಲಕ್ಷ ಜನಸಂಖ್ಯೆ ಇರುವ ಬೆಂಗಳೂರು ನಗರದಲ್ಲಿ ಬಸ್ಸುಗಳು ಓಡುವ ಕಾಲದಲ್ಲಿ, ಈ ನಗರದ ಅವಶ್ಯಕತೆಗಳನ್ನು ನೋಡಿಕೊಳ್ಳಲು ಒಬ್ಬ ರೀಜಿನಲ್ ಆಫೀಸರ್ ನೇಮಕ ಮಾಡತಕ್ಕದ್ದು ಅತ್ಯಾವಶ್ಯಕ. ಬೆಂಗಳೂರಿನಲ್ಲಿರತಕ್ಕ ನಿವಾಸಿಗಳ ಪರವಾಗಿ ಈ ವಿಷಯವನ್ನು ನಾನು ಸರ್ಕಾರದವರ ಗಮನಕ್ಕೆ ತರುತ್ತೇನೆ. ಬಿ.ಟಿ.ಸಿ. ಬಸ್ ವ್ಯವಸ್ಥೆಯು ಒಂದು ಆಡಳಿತದಲ್ಲಿತ್ತು. ಆದುದರಿಂದ ಇನ್ನು ಮುಂದೆಯೂ ಬೆಂಗಳೂರು ನಗರದಲ್ಲಿನ ಸಂಚಾರ ವ್ಯವಸ್ಥೆ ನೋಡಿಕೊಳ್ಳಲು ಒಬ್ಬರು ಆಡಳಿತಾಧಿಕಾರಿಗಳಿದ್ದರೆ ಕೆಲಸ ಸಮರ್ಪಕವಾಗಿಯೂ, ದಕ್ಷತೆಯಿಂದಲೂ ನಡೆಯುತ್ತದೆ. ಆ ರೀತಿ ಏರ್ಪಾಡು ಮಾಡಬೇಕೆಂದು ಸೂಚಿಸಬಯಸುತ್ತೇನೆ.

ಈಗ ಬಸ್ಸುಗಳಲ್ಲಿ 'ಸ್ಟ್ಯಾಂಡಿಂಗ್ ಸೀಟ್ಸ್' ಹಾಕುತ್ತಾರೆ. 30-40 ಜನ ಕೂಡಲು ಅವಕಾಶವಿರುವ ಬಸ್ಸಿನಲ್ಲಿ 8-10 ಸ್ಟ್ಯಾಂಡಿಂಗ್ ಸೀಟುಗಳನ್ನು ಹಾಕಲು ಅವಕಾಶ ಕೊಟ್ಟಿದ್ದಾರೆ. ಈ ತರಹ ಪದ್ಧತಿಯು ಬೊಂಬಾಯಿ, ಮದರಾಸು ಮೊದಲಾದ ಯಾವ ಕಡೆಯೂ ಇಲ್ಲ. ಈ ತರಹ standing seats ವ್ಯವಸ್ಥೆಯನ್ನು ಅಕ್ಟೋಬರ್ ಒಂದನೆ ತಾರೀಖಿನಿಂದಲಾದರೂ ರದ್ದು ಮಾಡಬೇಕೆಂದು ಹೇಳುತ್ತೇನೆ.

ಶ್ರೀ ಬಿ. ಹುಚ್ಚೇಗೌಡ (ತುರುವೇಕೆರೆ).—ಸ್ವಾಮಿ, ಈ ಮಸೂದೆಯನ್ನು ಸ್ವಾಗತಿಸುತ್ತ ಕೊನೆಗೂ, ಇಷ್ಟು ತಡವಾದ ಮೇಲಾದರೂ ಈ ಸಭೆಯ ಮುಂದೆ ತಂದುದಕ್ಕಾಗಿ ಮಾನ್ಯ ಗೃಹಮಂತ್ರಿಗಳಾದ ಸಿದ್ದವೀರಪ್ಪನವರನ್ನು ನಾನು ಅಭಿನಂದಿಸುತ್ತೇನೆ. ಈ ಮಸೂದೆಯನ್ನು ಇಷ್ಟು ತರಾತುರಿಯಲ್ಲಿ ತಂದುದಕ್ಕಾಗಿ ಸರ್ಕಾರದವರನ್ನು ಖಂಡಿಸದೆ ವಿಧಿ ಇಲ್ಲ. ಈ ಮಸೂದೆಯನ್ನು ತರತಕ್ಕ ಅವಶ್ಯಕತೆ ಮೊದಲನಿಂದಲೂ ಇದ್ದೇ ಇದೆ. ಈ ಮಸೂದೆಯಲ್ಲಿ ಅನೇಕ ವಿಷಯಗಳು ಸೆಲೆಕ್ಟ್ ಕಮಿಟಿಯ ಪರಿಶೀಲನೆಗೆ ಹೋಗಬೇಕಾಗಿವೆ. ಆದರೂ ಸಹ ಇದನ್ನು ಪಾಸು ಮಾಡಿ ಜಾರಿಗೆ ತರತಕ್ಕದ್ದು ಜರೂರಾಗಿರುವುದರಿಂದ ನಾವೇನೋ ಸೆಲೆಕ್ಟ್ ಕಮಿಟಿಗೆ ಹೋಗಬೇಕಾಗಿಲ್ಲವೆಂದು ಒಪ್ಪಿಕೊಂಡೆವು. ಸರ್ಕಾರದವರು ಈ ಮಸೂದೆಯನ್ನು ಮಂಡಿಸಲು ಇಷ್ಟು ದೀರ್ಘ ಕಾಲ ಏತಕ್ಕೆ ತಡಮಾಡಿದರೆನ್ನುವುದು ಅರ್ಥವಾಗಲಿಲ್ಲ. ಮೈಸೂರು ನಗರದಲ್ಲಿ ಬಸ್ಸುಗಳನ್ನು

(ಶ್ರೀ ಬಿ. ಹುಚ್ಚೇಗೌಡ.)

ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡಿ ಆಗಲೇ ಒಂದು ವರ್ಷವಾಯಿತು. ಅದಕ್ಕಿಂತ ಮುಂಚಿನಿಂದಲೂ ಮತ್ತು ಅನೇಕ ವರ್ಷಗಳಿಂದಲೂ ಕೂಡ ಬೆಂಗಳೂರಿನಲ್ಲಿ ಬಸ್ಸು ಸಂಚಾರವನ್ನು ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡುತ್ತೇವೆಂದು ಹೇಳಿ, ಒಂದು ತಾರೀಖನ್ನೂ ಸಹ ಮಾನ್ಯ ಮಂತ್ರಿಗಳು ಗೊತ್ತುಮಾಡಿದ್ದರು. ಆದರೂ ಕೂಡ ಇಲ್ಲಿಯವರೆಗೂ ತಳ್ಳಿಕೊಂಡು ಬಂದು ಇವೊತ್ತಿನ ದಿವಸ ತಂದು ಪಾಸ್ ಮಾಡಬೇಕೆಂದರೆ ಬಹುಮಟ್ಟಿಗೆ ತೊಂದರೆಗೆ ಈಡಾಗತಕ್ಕ ವಿಚಾರ. ಆದರೂ ಕೂಡ ನಾನು ಇದಕ್ಕೆ ಅನುಮೋದಿಸುತ್ತೇನೆ.

ಇದರಲ್ಲಿ ಒಂದೆರಡು ವಿಚಾರಗಳನ್ನು ಸರ್ಕಾರದವರ ಗಮನಕ್ಕೆ ತರಬೇಕಾಗಿದೆ. ಒಂಭತ್ತನೇ ಕ್ಲಾಜಿನ ಒಂದನೇ ಸಬ್ ಕ್ಲಾಜಿನಲ್ಲಿ 1956ನೇ ಇಸವಿ ಮಾರ್ಚಿ ಒಂದನೆ ತಾರೀಖು ಎಂದು ನಮೂದು ಮಾಡಿದ್ದಾರೆ. ಅದರ ಜೊತೆಗೆ ಅದೇ ಕ್ಲಾಜಿನ (ಎಫ್) ನಲ್ಲಿ ಹತ್ತು ಸಾವಿರ ರೂಪಾಯಿಗಳ ಮೇಲ್ಪಟ್ಟು ಎಂದು ನಮೂದಿಸಿದ್ದಾರೆ. ಇವೆರಡಕ್ಕೂ ಏನು ಸಂಬಂಧವಿದೆ ಎಂಬುದನ್ನು ಯೋಚನೆ ಮಾಡಬೇಕು. ಯಾವ ಉದ್ದೇಶದಿಂದ ಇದನ್ನು ಹಾಕಿದ್ದಾರೆ ಎಂದು ನೋಡಿದಲ್ಲಿ ಇದರ ಹಿಂದೆ ಯಾವ ಒಂದು ಉದ್ದೇಶವಿದೆ ಎನ್ನುವುದನ್ನು ನಾವು ಸ್ಪಷ್ಟವಾಗಿ ಹೇಳಬಹುದು. ಯಾಕೆಂದರೆ ಕಳೆದ ಅಧಿವೇಶನದಲ್ಲಿ, ಈ ಬೆಂಗಳೂರು ಟ್ರಾನ್ಸ್‌ಪೋರ್ಟ್ ಕಂಪೆನಿಯವರು ಅನೇಕ ಮಾಲುಗಳನ್ನು ವಿಕ್ರೀ ಮಾಡುತ್ತಿದ್ದಾರೆ, ಅವರ ಇಚ್ಛೆ ಬಂದ ಹಾಗೆ ಕೊಡುತ್ತಿದ್ದಾರೆಂದು ಈ ಸಭೆಯಲ್ಲಿ ಪ್ರತಿಧ್ವನಿ ಆಯಿತು. ಅದರ ಮೇಲೆ ಮಾರ್ಚಿ ಒಂದನೆ ತಾರೀಖು ಹಾಕಿರಬೇಕಾದರೆ ಅದಕ್ಕೆ ಕಾರಣವೇನು ? 1956ನೆ ಇಸವಿ ಜನವರಿ ಒಂದನೆ ತಾರೀಖು, ಅಥವಾ 1955ನೆ ಇಸವಿ ಅಕ್ಟೋಬರು ಒಂದನೆ ತಾರೀಖು ಎಂದು ಯಾಕೆ ಹಾಕಬಾರದಾಗಿತ್ತು ? ಅಥವಾ ಮೈಸೂರು ನಗರದಲ್ಲಿ ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡಿದ ತಾರೀಖನ್ನು ಯಾಕೆ ಹಾಕಬಾರದಾಗಿತ್ತು. ಇದರಲ್ಲಿ ಹತ್ತುಸಾವಿರಕ್ಕೆ ಒಳಪಟ್ಟ ವ್ಯವಹಾರಗಳಿಗೆ ಇದನ್ನು ಅನ್ವಯಿಸಬಾರದೆಂಬುದು ಸ್ಪಷ್ಟವಾಗಿ ಕಾಣುತ್ತದೆ. ಅಲ್ಲದೆ ಈ ಕಂಪೆನಿಯೊಳಗೆ ಡಿಪ್ರೀಸಿಯೇಷನ್ ಶೇಕಡ 50 ರಷ್ಟು ತೆಗೆಯುತ್ತಾರೆ. ಎರಡು ವರ್ಷಗಳೊಳಗೆ ಕೊಂಡುಕೊಂಡ ವಸ್ತುವಿನ ಬೆಲೆ ಪುಸ್ತಕಗಳಲ್ಲಿ ಏನೂ ಇರುವುದಿಲ್ಲ. ಹತ್ತುಸಾವಿರ ರೂಪಾಯಿಗಳಿಗೆ ಕೊಂಡುಕೊಂಡ ವಸ್ತುವಿನ ಬೆಲೆಯು ಎರಡು ವರ್ಷಗಳಾಗುತ್ತಲೆ ಪುಸ್ತಕಗಳಲ್ಲಿ ತೋರಿಸುವ ಪ್ರಕಾರ ನೂರು ರೂಪಾಯಿಗಳಿರುತ್ತವೆ. ಅಲ್ಲಿ ಉಪಯೋಗಕ್ಕೆ ಬರುವುದಿಲ್ಲವೆಂದು ಹೇಳುವ ವಸ್ತುಗಳನ್ನು ಹರಾಜು ಮಾಡುವುದಕ್ಕೆ ಬೇಕಾದಷ್ಟು ಅವಕಾಶವಿದೆ. ಆದರೂ ಕೂಡ ತಮ್ಮ ಇಷ್ಟಬಂದವರಿಗೆ ಬಹಳ ಕಡಮೆ ಬೆಲೆಗೆ ಕೊಟ್ಟಿದ್ದಾರೆ. ಇದೆಲ್ಲವನ್ನೂ ತಿಳಿದೂ ಸಹ ಹತ್ತುಸಾವಿರ ರೂಪಾಯಿಗಳಿಗೆ ಮೇಲ್ಪಟ್ಟ ವ್ಯವಹಾರಗಳಿಗೆ ಮಾತ್ರ ಅನ್ವಯಿಸುವಂತೆ ಮಾಡಿರುವುದು ಬಹಳ ಅನ್ಯಾಯವಾಗಿದೆ. ಇದನ್ನು ಕೂಡ ಬದಲಾಯಿಸಬೇಕು. ಆದುದರಿಂದ ಸರ್ಕಾರದವರು ಈ ಕ್ಲಾಜಿನಲ್ಲಿ (ಎಫ್) ವಿಭಾಗದಲ್ಲಿ 'ಹತ್ತು ಸಾವಿರ ರೂಪಾಯಿ'ಗಳಿಗೆ ಬದಲಾಗಿ 'ಒಂದು ಸಾವಿರ ರೂಪಾಯಿ' ಎಂದೂ, ಒಂದನೇ ಸಬ್ ಸೆಕ್ಷನ್‌ನಲ್ಲಿ '1956ನೇ ಇಸ್ವಿ ಮಾರ್ಚಿ ಒಂದನೇ ತಾರೀಖು' ಎಂಬುದಕ್ಕೆ ಬದಲಾಗಿ '1955ನೆ ಇಸವಿ ಅಕ್ಟೋಬರು ಒಂದನೇ ತಾರೀಖು' ಎಂದೂ ತಿದ್ದುಪಾಟು ಮಾಡಬೇಕೆಂದು ಸೂಚಿಸುತ್ತೇನೆ.

ಶ್ರೀಮಾನ್ ಪಿ. ಆರ್. ರಾಮಯ್ಯನವರು ಹೇಳಿದಂತೆ, ವಾಹನ ಸೌಕರ್ಯ ಹೆಚ್ಚಾಗಬೇಕು, ದರಗಳು ತೃಪ್ತಿಕರವಾಗಿರಬೇಕು ಎನ್ನುವುದು ನ್ಯಾಯವಾಗಿದೆ. ಇವನ್ನೆಲ್ಲ ನೆರವೇರಿಸುತ್ತಾರೆಂದು ನಂಬಿದ್ದೇನೆ. ರಾಷ್ಟ್ರೀಕರಣವಾದಮೇಲೆ ಪ್ರಯಾಣ ದರಗಳನ್ನು ಜಾಸ್ತಿ ಮಾಡುತ್ತಾರೋ ಏನೋ ಎನ್ನುವ ಭಯವಿದೆ. ಹಿಂದೆ ಮೈಸೂರು ರೋಡ್ ಟ್ರಾನ್ಸ್‌ಪೋರ್ಟ್ ಸರ್ವಿಸ್ ಬಂದಾಗ ಒಂದು ಮೈಲಿಗೆ ಆರುಕಾಸಿನಂತೆ ಇದ್ದ ದರವನ್ನು ಎಂಟುಕಾಸಿಗೆ ಹೆಚ್ಚಿಸಿದರು. ಈಗ ಹಾಗೆ ಆಗಬಾರದು. ಆದಷ್ಟು ಜಾಗ್ರತೆಯಾಗಿ ಎಂದರೆ ರಾಷ್ಟ್ರೀಕರಣವಾದಕೂಡಲೇ ದರಗಳನ್ನು ಕಡಮೆ ಮಾಡಬೇಕು, ಕೆಲಸ ಕಾರ್ಯಗಳು ದಕ್ಷತೆಯಿಂದ ನಡೆಯಬೇಕು ಮತ್ತು ಸಂಚಾರ ವ್ಯವಸ್ಥೆಯನು ನೋಡಿಕೊಳ್ಳಲು ಹೆಚ್ಚಿಗೆ ತಜ್ಞರನ್ನು ಹಾಕಬೇಕೆಂದು ಸೂಚಿಸುತ್ತೇನೆ. ಬೆಂಗಳೂರು ನಗರವು ಇಷ್ಟರಲ್ಲಿಯೇ ಬೃಹತ್ ಮೈಸೂರಿನ ರಾಜಧಾನಿಯಾಗುತ್ತದೆ. ಆಗ ಸಂಚಾರ ಸೌಲಭ್ಯಗಳನ್ನು ಇನ್ನೂ ಹೆಚ್ಚಿಸಬೇಕಾಗುತ್ತದೆ. ಹೆಚ್ಚು ಬಸ್ಸುಗಳನ್ನು ಹಾಕಿ ಈಗಿರುವ ಬಾಟಲ್ ನೆಕ್ಸ್ ತಪ್ಪಿಸಬೇಕೆಂದು ಸೂಚನೆ ಮಾಡುತ್ತೇನೆ.

ಕಾರ್ಪೊರೇಷನ್ ವಿಚಾರವನ್ನು ಇದರಲ್ಲಿ ಹೇಳಿದರು. ನನ್ನ ಅಭಿಪ್ರಾಯವನ್ನು ತಿಳಿಸುವುದಾದರೆ, ಕಾರ್ಪೊರೇಷನ್ ಮಾಡುವ ಅವಶ್ಯಕತೆ ಇಲ್ಲ. ಯಾಕೆಂದರೆ ನಾವು ಕೇಂದ್ರ ಸರ್ಕಾರದಿಂದ ಇದಕ್ಕಾಗಿ ಕೋಟ್ಯಾಂತರ ರೂಪಾಯಿ ಹಣವನ್ನು ತೆಗೆದುಕೊಳ್ಳುವುದಿಲ್ಲ. ನಮ್ಮಲ್ಲಿರುವ ಹಣವನ್ನೇ ಇದಕ್ಕೆ ಹಾಕುತ್ತೇವೆ. ಕಾರ್ಪೊರೇಷನ್‌ನಲ್ಲಿ ಇದ್ದರೆ ಅದರಿಂದ ನಮಗೆ ಕೆಲವು ಅನಾನುಕೂಲಗಳಿವೆ. ಇದರಿಂದ ಸ್ವಲ್ಪ ದುಡ್ಡು ಖೋತಾ ಬರುತ್ತದೆ. ಅದನ್ನು ತಪ್ಪಿಸುವುದಕ್ಕೋಸ್ಕರ ಕಾರ್ಪೊರೇಷನ್ ಮಾಡದೆ ಇರುವುದು ಉತ್ತಮವೆಂದು ಸೂಚಿಸುತ್ತೇನೆ.

ಶ್ರೀಮಾನ್ ಭೀಮಪ್ಪನಾಯಕರು ಹೇಳಿದಂತೆ, ಒಂದು ಬೀಗ ಬೇಕಾದರೆ ಎರಡು ತಿಂಗಳ ಕಾಲ ವಿಳಂಬವಾಗುತ್ತದೆ ಎನ್ನುವುದು ಬಹಳ ಅಸಮಂಜಸವಾದದ್ದು. ಯಾಕೆಂದರೆ ಒಂದು ಕಂಪೆನಿಯನ್ನು ನಡೆಸಬೇಕಾಗಿದ್ದರೆ ಪ್ರತಿದಿನವೂ ಬೇಕಾದ ಪದಾರ್ಥಗಳನ್ನು ಕೊಂಡುಕೊಳ್ಳುವ ಪದ್ಧತಿ ಇರಕೂಡದು. ಸುಮಾರು ಒಂದು ವರ್ಷಕ್ಕೆ ಬೇಕಾಗುವಷ್ಟು ಸಾಮಾನು ಸರಂಜಾಮುಗಳನ್ನು ಸ್ಟಾಕಿನಲ್ಲಿಟ್ಟಿರಬೇಕು. ಮತ್ತು ಇವುಗಳು ಕಡಮೆಯಾದಂತೆಲ್ಲ ಮುಂಚೆಯೇ ನೋಡಿಕೊಂಡು ಬೇಕಾದ ಪದಾರ್ಥಗಳನ್ನು ತರಿಸಿಕೊಂಡು ಸಾಕಾದಷ್ಟು ಸ್ಟಾಕ್ ಯಾವಾಗಲೂ ಇಟ್ಟುಕೊಳ್ಳಬೇಕೆಂದು ಸೂಚಿಸುತ್ತೇನೆ.

ಈ ಬಿ. ಟಿ. ಸಿ. ಕಂಪೆನಿಯಲ್ಲಿ ಕೆಲಸ ಮಾಡುವ ನೌಕರರಿಗೆ 2-3 ಇನ್‌ಕ್ರಿಮೆಂಟುಗಳನ್ನೂ ಕೊಟ್ಟಿಲ್ಲವೆಂದು ಕೇಳಿದ್ದೇನೆ. ಅದನ್ನು ಕೊಡತಕ್ಕ ಜವಾಬ್ದಾರಿ ಯಾರಮೇಲೆ ಬೀಳುತ್ತದೆ ! ಹಿಂದಿನ ಇನ್‌ಕ್ರಿಮೆಂಟುಗಳನ್ನೆಲ್ಲ ಕೊಡಿಸಿಕೊಡತಕ್ಕ ಜವಾಬ್ದಾರಿ ಸರ್ಕಾರದವರ ಮೇಲಿದೆಯೋ ಅಥವ ಕಂಪೆನಿಯವರ ಮೇಲಿದೆಯೋ ಎಂಬುದನ್ನು ತಿಳಿಸಬೇಕು. ಇದರಲ್ಲಿ ಕೆಲಸ ಮಾಡುವ ಕೆಲಸಗಾರರಿಗೆ ಅನ್ಯಾಯವಾಗಬಾರದೆಂದು ಸೂಚಿಸುತ್ತೇನೆ. ಒಟ್ಟಿನಲ್ಲಿ ಈಗ ನಾವು ಸೂಚಿಸಿದ ಕೆಲವು ಅಂಶಗಳನ್ನೆಲ್ಲ ಗಮನಿಸಿ ಮಾನ್ಯ ಮಂತ್ರಿಗಳು ಇದರಲ್ಲಿ ಮಾಡಬೇಕಾದ ಬದಲಾವಣೆಗಳನ್ನು ತಿಳಿಸಿದರೆ ಬಹಳ ಸಂತೋಷವಾಗುತ್ತದೆ. ಸೆಲೆಕ್ಟ್ ಸಮಿತಿಗೆ ಈ ಮಸೂದೆಯು ಹೋಗದೆ ಇರುವುದರಿಂದ ಮಂತ್ರಿಗಳು ಸೂಕ್ತ ಮಾರ್ಪಾಟುಗಳನ್ನು ಮಾಡು

ತ್ತಾರೆಂದು ನಂಬಿದ್ದೇನೆ. ಇಷ್ಟು ಹೇಳಿ ಈ ಮಸೂದೆಯನ್ನು ಸ್ವಾಗತಿಸುತ್ತೇನೆ.

Sri T. MARIAPPA. (Mysore City North)—Mr. Speaker, Sir, I associate myself fully with my Hon'ble friend Sri Pattabhi Raman in offering my congratulations to Sri Siddaveerappa for bringing this Bill. Sir, the Government of Mysore had adumbrated a policy of nationalisation in three stages. With that end in view, Sir, we have monopolised a few routes other than those within the municipal limits, because the routs in municipal limits were within the jurisdiction of a limited concern in which the Government of Mysore had participated. It had also a controlling voice in the affairs of the Company and had the privilege of nominating the Managing Director and the Chairman. Sir, in recent years, the Company has no doubt prospered. But the public opinion insisted on taking over that Company as part of the nationalisation scheme. Though there was a little delay, we must derive satisfaction that we are taking over that Company from the first of October 1956.

Sir, it is not necessary for me to offer any remarks on the several clauses of the Bill. Enough thought has certainly been bestowed in drafting the several clauses of this Bill. Sir, my Hon'ble friend Sri Pattabhi Raman need not have any doubts with regard to clause 9. May I tell him that this has been inserted by way of abundant caution as he himself tried to put it? He has got his own way of putting things and he anticipated that the reply would be that. Therefore he himself said that this might have been put in by way of abundant caution.

Sir, when the Government take over any private concern, it is but right that a clause of this kind should be put in though there may not be any lurking aspects with regard to the management of the working of the Company. If they discover later something which they had missed to see, then, this clause will certainly come to their aid. What worries me is this. I want the Minister for Transport to carefully consider what I am now going to say.

Sir, clause 3 vests everything in the Government that the Company owns at present—the assets, building and even the cash; it is good. The contention of my friend Sri Bheemappa Naik that something should have been done in this Bill itself with regard to the Company is not correct. The Company is an incorporated company and it will still continue to live till it is liquidated. Perhaps, the shareholders and Directors will be asked to apply for a voluntary liquidation. The charactor of the Bill would have been entirely different if the intention of the Government was to take it as a living concern. Leaving that, there is an urge, namely, when we take over the entire assets, we ought to take over the liabilities which are a charge on the assets and the profits of the Company.

Sir, normally, the income-tax is paid with the year ended 1956 and the payment accrues only after the lapse of the year. Therefore, out of the profits earned during that year provision is always made for the payment of taxes due not only to the Government of Mysore but also to the Centre. Income-tax should normally be deducted out of the profits and then only the bonus could be declared. Here, I may tell, subject to verification by Government, that they have not paid the income-tax for the year ending March 1956. Therefore, on the profits that have accrued and profits that accrue up to 1st October 1956, the income-tax should be a legitimate charge. If, for any reason, we are not able to make a provision here ....

*Sri H. SIDDAVEERAPPA.—Sir, may I clarify the position? The Hon'ble Member may kindly look into the Statement of Objects and Reasons, and he will find there that provision has also been made to pay adequate compensation for the acquisition of the assets and documents of the Company on a basis arrived at after consultation and discussion with the representatives of the Bangalore Transport Company. I gave them a number of chances and they came and discussed the matter with me. The last time when we met and finalised was in the present of the Minister for Law and myself. Then we

(SRI H. SIDDAVEERAPPA.)

agreed that this shall be the position. This is an agreed solution and they themselves are satisfied. I may invite the kind attention of the Hon'ble Member to clause 3. We have said : "Taxation advances made by the Company shall not vest in the Government." Normally, business is run making provision for taxes as and when they become due. We have made all this clear in the proviso sub-clauses (i) to (v).

*Sri T. MARIAPPA.—The Hon'ble Minister has not properly understood me. What I said was this. The taxation should be paid out of the profits and unless the Company deliberately undertakes to pay income-tax out of the compensation that you are going to pay, naturally the presumption is, it should be paid out of the accrued profits which will come to your hands because that could not be paid as the question of payment comes after 1st October 1956. The compensation is determined on the basis of the share value prevailing during the period of 10 years. Therefore, we cannot say that the share value will have no relation with the assets. Whatever may be the assets, we pay the average of 10 years. With regard to the basis on which the compensatien is determined, I congratulate the Transport Minister. Perhaps, all the States put together, Mysore is the first to take a private concern. With regard to the quantum of compenation, it is more than fair. But the question is, the profits of the working of the Company have accrued subsequent to March 1956. In fact, dividends have not been paid. Dividend could be paid only after paying up all taxes. The income-tax is to be paid after submitting the return, after it is assessd and it could only be after October or November. If my information is correct, they have not assessed. Suppose, you do not get any cash ; then you can insist on the Company to pay out of their compensation. Therefore I would suggest that you can even send for the Company and see whether they have already paid. Kindly consider this aspect of the case, namely, whether provision could not be made here for payment of income-tax or allow the Company to pay from the profits up to October 1st. It would be in tune with the generosity that you have displayed so far.

*Sri H. SIDDAVEERAPPA.—Let me make one point clear. I have only elucidated the priniciple on which the compensation was computed. So far as the assets and liabilities are concerned, that is not the basis on which compensation has been fixed. Compensation has been fixed on the value of the share script. I have given other things in order to show to the House the reasonableness of taking this as the basis. I have only narrated the other points. I would tell the House that if only I had known about the arrears of income-tax, I would have given not 14·18 lakhs but 12 lakhs. That is not the basis on which we have proceeded. As I have already said, I did not want the transaction to be expropriate in character. If the House feels that to the extent of the payment of income-tax we have to pay, if that is the view of the House, then probably a consequential amendment will have to be brought to proviso of clause 3 ; that proviso will have to go. If there are income-tax advances, they must come to Government. Sir, there seems to be a feeling that we are hustling through the Bill. I do not want to hustle any Bill. This Bill has been subjected to a lot of examination. I have been at least clear in my mind that there is no harm done to the share-holders who have invested money here. If this requires any examination and if this House is agreeable, we may meet at 4 O'clock.

Mr. DEPUTY SPEAKER.—Is that agreeable to the House ?

Sri K. PUTTASWAMY (Srirangapatna).—I suggest that this Bill may be referred to a Select Committee and after they consider it, we may discuss this on Monday.

Sri H. SIDDAVEERAPPA.—I want to make one thing clear. If this Bill does not find a safe passage in both the Houses by about 25th or 26th of this month, I cannot assure this becoming a law enforceable by 1st October. In which case I shall have to inevitably renew the licence up to 31st December. I want to take the House into confidence

and apologise if there is delay. But what I want to say is this : If you feel what I am doing is just, please co-operate with me.

Sri Kadidal MANJAPPA (Chief Minister).—I think we can agree to the suggestion made that we may meet at 4 o'clock. In the meanwhile the point raised may be discussed informally with the Home Minister by the Hon'ble Members.

Mr. DEPUTY SPEAKER.—The House will now adjourn and met again at 4 p.m.

The House adjourned at Ten minutes past twelve of the Clock and reassenbled at Four of the Clock.

[Mr. SPEAKER in the Chair.]

*Sri T. MARIAPPA.—Sir, I was dealing with the question of payment of income-tax by the Company and that responsibility has been thrown on the Company under clause 3 sub-clause (3) which states as follows:

> " Provided that the liabilities of the Company in respect of taxation shall have effect and be enforceable against the Company."

Sir, what did not strike me as equitable was this, that having taken over all the assets and accrued profits I want Government to be very generous and pay income-tax which the Company has not paid for the year 1955-56 and for the six months up to 1st October 1956. Sir, before the dividend is actually declared, it is the practice to deduct all the taxes payable by the Company and then declare dividend. The Government, Sir, have been very generous in acceding to the request of the Company to grant bonus because it was outstanding. It is therefore necessary that the Government should bestow some thought over this question of payment of income-tax to be paid by the Company as assessed by the income-tax authorities.

A MEMBER.—What about other taxes?

Sri T. MARIAPPA.—Sir, I have information that the Company has paid all other taxes and they could not pay income-tax because the Department has not yet assessed the income-tax. But I understand also, Sir, that in the provisional statement they submitted to the Government for the year 1955-56, they have indicated what may be their liability in respect of income-tax. But they could not put down any figure for the six months period from 1st April 1956 to 30th September 1956.

Sri MULKA GOVINDA REDDY (Chitaldrug).—What may be the figure for that period?

Sri T. MARIAPPA.—My information is roughly 2 and odd lakhs.

Sir, under clause 3 it is not merely all the assets that vest in the Government, but nothing is left to the Company except what the Government is prepared to pay as compensation. Therefore, it is true, it is natural, that while taking the assets we have to take also the liabilities that are incidental to the accumulation of assets. It is more so in this particular case when the Company has not been able to declare its dividend and when the Company has not been able to pay taxes out of the accrued profits.

Sir, I have further information that in these six months also, the Company has made good income. I do not call it profit. Therefore, taking all these aspects into consideration, I would like the Government to reconsider the position again and try either to take over the liability of the income-tax or make suitable amends by enhancing the compensation provided under clause 4.

Sir, it was indeed very good of the Hon'ble Members of this House to have accorded almost unanimously their approval to this Bill. It evidently shows that the Government have been very generous in dealing with a case of this kind. Usually, unwarranted attacks come from unexpected quarters with regard to the way in which these private companies are being dealt with, particularly, in a case of nationalisation. Sir, Hon'ble Members might be aware that either in the Legislatures or on the public platform, charge is laid againt Congress

(SRI T. MARIAPPA)

Governments that they usually expropriate private property. To-day we have proved that we are more than generous and it would certainly read out the mind of the Government and create complete satisfaction in the minds of the private investors that their interests would be safe in the hands of Government even in the case of nationalisation. There would be no apprehension about the payment of compensation if in future the Government intends taking over any undertaking. Therefore, as I have already said with regard to the liability of the income-tax, I would only plead that the Government would reconsider the whole position and if it does not materially affect the assets, it is but equitable that we should also take over the liability, as the Company will have practically no asset except the compensation to meet this unforeseen item. With these few words I accord my whole-hearted support to the Bill.

*ಶ್ರೀ ಎಸ್. ಗೋಪಾಲಗೌಡ (ಸಾಗರ—ಹೊಸನಗರ).—ಸ್ವಾಮಿ, ಸರ್ಕಾರದವರು ಸಭೆಯ ಮುಂದೆ ಮಂಡಿಸಿರತಕ್ಕಂಥ ಬೆಂಗಳೂರು ರೋಡ್ ಟ್ರಾನ್ಸ್‌ಪೋರ್ಟ್ ಸರ್ವಿಸ್‌ಬಿಲ್, 1956ಕ್ಕೆ ಈಗಾಗಲೆ ವಿರೋಧಪಕ್ಷದವರು ತಮ್ಮ ಬೆಂಬಲವನ್ನು ವ್ಯಕ್ತಪಡಿಸಿದ್ದಾರೆ. ಈ ಮಸೂದೆ ಬಹಳ ಹಿಂದೆಯೇ ಬರಬೇಕಾಗಿತ್ತು. ಮಾನ್ಯ ಶ್ರೀನಿವಾಸಯ್ಯಂಗಾರ್ ಅವರು ಈಗಾಗಲೇ ಹೇಳಿರುವ ಹಾಗೆ ಹಿಂದೊಮ್ಮೆ ಇದಕ್ಕಾಗಿ ಹಣವನ್ನು ಕೂಡ ಸಪ್ಲಿಮೆಂಟರಿ ಬಡ್ಜೆಟ್ಟಿನಲ್ಲಿ ತೆಗೆದಿಟ್ಟಿದ್ದರು ; ಕಾರಣಾಂತರದಿಂದ ಇದನ್ನು ಆಗ ಸರ್ಕಾರದವರು ತರಲಿಲ್ಲ. ತಡವಾಗಿ ಬಂದಿದ್ದರೂ ಕೂಡ ಸರ್ಕಾರದವರು ಬೆಂಗಳೂರು ಸಂಚಾರ ವ್ಯವಸ್ಥೆಯನ್ನು ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡುವ ಒಂದು ತೀರ್ಮಾನಕ್ಕೆ ಬಂದಿರತಕ್ಕದ್ದು ಅಭಿನಂದನೀಯವಾಗಿದೆ ಎಂದು ಹೇಳಬಹುದು. ಕರ್ನಲ್ ನಾಸರ್ ಅವರು ಸರ್ವಾಧಿಕಾರಿಗಳೆಂದು ಅವರ ಮೇಲೆ ಒಂದು ಅಪಾದನೆಯಿದೆ. ಆದರೂ ಅವರು ಪ್ರಪಂಚದ ಒಂದು ಭಾರಿ ನೀರು ಮಾರ್ಗವನ್ನು ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡಿ, ಐರೋಪ್ಯ ಬಂಡವಾಳದ ರಾಷ್ಟ್ರೀಕರಣವನ್ನು ಏಷ್ಯಾಖಂಡದಲ್ಲಿ ಮಾಡಿ, liquidation of European capital ಏಷ್ಯಾಖಂಡದಲ್ಲಿ ಮಾಡಿ, ಒಂದು ಹೊಸ ಯುಗವನ್ನೇ ಆರಂಭಿಸಿದ್ದಾರೆಂದು ಡಾ|| ಲೋಹಿಯಾರವರಂಥ ದೊಡ್ಡವರೇ ಹೇಳಿದ್ದಾರೆ. Though the Congress are the handmaids of Bhushuras, the steps taken by the Home Minister deserve congratulation. ಆದ್ದರಿಂದ ಸೋಷಿಯಲಿಸ್ಟರು ಇಂಥ ಒಂದು ಹೆಜ್ಜೆಯನ್ನು ಪ್ರಶಂಸೆ ಮಾಡಿದರೆ ಏನೂ ತಪ್ಪಿಲ್ಲ. ಆದರೆ ಶ್ರೀಮಾನ್ ಮರಿಯಪ್ಪನವರು ಹೇಳಿರುವ ಹಾಗೆ, ಕಾನೂನು ಮಾಡಿ ಇಂಡಿಯಾ ದೇಶದಲ್ಲಿ ಖಾಸಗಿ ಬಂಡವಾಳವನ್ನು ಅಥವಾ ಖಾಸಗಿ ಉದ್ಯಮವನ್ನು ಸರ್ಕಾರ ಕೈಗೆ ತೆಗೆದುಕೊಳ್ಳುತ್ತಾ ಇರತಕ್ಕದ್ದು ಇದೇ ಮೊದಲನೆಯ ಸಂದರ್ಭ. ಆದ್ದರಿಂದ ಇದು ರಾಷ್ಟ್ರೀಕರಣದ ಮೊದಲನೆ ಹೆಜ್ಜೆಯಾಗಿ ನಮ್ಮ ದೇಶದಲ್ಲಿರತಕ್ಕ ಅನೇಕ ಖಾಸಗಿ ಸ್ವತ್ತುಗಳನ್ನು, ಬಂಡವಾಳವನ್ನು ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡುವ ಒಂದು ಯುಗವೇ ಇದರಿಂದ ಆರಂಭವಾಗುತ್ತಿದೆಯೆಂದು ನಾವು ದೂರದೃಷ್ಟಿಯಿಂದ ನೋಡಿ ಹೇಳಬಹುದಾಗಿದೆ. ಅದನ್ನು ಮಾಡುತ್ತಾರೆಂಬ ನಂಬಿಕೆಯಿಲ್ಲದಿದ್ದರೂ ಆರಂಭವಾದದ್ದು ಒಳ್ಳೆಯದೆಂಬ ಕಾರಣದಿಂದ ನಾವು ಬೆಂಬಲ ಕೊಡಬೇಕಾಗಿದೆ. ಏಕೆಂದರೆ ಹಿಂದೆ ಹೀಗೆಯೇ ಒಂದು ದಿವಸ ಮಧ್ಯಾಹ್ನ ನಾವೆಲ್ಲರೂ ಕೋಲಾರದ ಚಿನ್ನದಗಣಿ, ಪರಕೀಯ ಬಂಡವಾಳದಿಂದ, ವಿದೇಶೀ ಬಂಡವಾಳದಿಂದ ಪ್ರಾರಂಭವಾಗಿ ಖಾಸಗಿ ಬಂಡವಾಳದಲ್ಲಿ ನಡೆಯಲೆಂಬ ಆಕಾಂಕ್ಷೆಯಿಂದ ಅದಕ್ಕೆ ಬೆಂಬಲವನ್ನು ಕೊಟ್ಟೆವು. ಆದರೆ ಅದು ಪರದೇಶದ ಬಂಡವಾಳದ್ದು. ಇಷ್ಟು ದಿವಸ ತಡವಾದರೂ ಈ ಸಲ ಅದು ಜಾರಿಗೆ ಬರುತ್ತದೆಂದು ಕೇಳಿ ಸ್ವಲ್ಪ ಮಟ್ಟಿಗೆ ನಮಗೆ ಸಂತೋಷವೂ ಆಗಿದೆ. ಆದ್ದರಿಂದ ಯಾರೂ ನಮ್ಮನ್ನು ತಪ್ಪು ತಿಳಿದುಕೊಳ್ಳುವ ಸಂದರ್ಭವೇನೂ ಇಲ್ಲ.

ಬೆಂಗಳೂರು ಬಿ. ಟಿ. ಸಿ. ಕಂಪೆನಿ ವಿಷಯದಲ್ಲಿ ಶ್ರೀಮಾನ್ ರಾಮಯ್ಯನವರು, ಕಂಪೆನಿ ಜೊತೆಯಲ್ಲೇ ಹುಟ್ಟಿ ಬೆಳೆದಂಥ ಶ್ರೀ ರಾಮಯ್ಯನವರು, ಅವರ ಅನುಭವವನ್ನು, ಅದರಿಂದ ಸಹಾಯ ಪಡೆಯುವವರ ವಿಚಾರದಲ್ಲಿ ಬಂದಿರುವ ಅನುಭವವನ್ನು, ಸೂಕ್ಷ್ಮವಾಗಿ ಹೇಳಿದ್ದಾರೆ. Statement of Objects and Reasons ನಲ್ಲಿ "efficient and adequate transport service in Bangalore " ಎಂದಿದೆ ; ಬಹಳ ಒಳ್ಳೆಯ ಶಬ್ದವನ್ನು ಆರಿಸಿ ಹಾಕಿದ್ದಾರೆ. ಇದುವರೆಗೆ ಬಸ್ಸು ಸ್ಟ್ಯಾಂಡುಗಳಲ್ಲಿ ನಿಂತು ಕಾದು ಕಾದು ಸಾಕಾಗಿ ಸಕಾಲದಲ್ಲಿ ಬಸ್ಸು ಸಿಕ್ಕದೆ, ಸಿಕ್ಕಿದರೂ ಸೀಟು ಸಿಕ್ಕದೆ ಜರೂರಾಗಿ ಮಾಡಬೇಕಾದ ಕೆಲಸ ಕಾರ್ಯಗಳಿಗೆ, ಮನಿಆರ್ಡರ್, ಟೆಲಿಗ್ರಾಂ ಮುಂತಾದುವನ್ನು ಮಾಡುವುದಕ್ಕೆ ಬಹಳ ತೊಂದರೆ ಪಟ್ಟಿದ್ದಾಗಿದೆ. ಮೂರು ನಾಲ್ಕು ಮೈಲಿ ದೂರ ಹೋಗಬೇಕಾದ ಅನೇಕ ಜನ ಸಂಚಾರಿಗಳಿಗೆ, ಕಾರು ಇತ್ಯಾದಿ ಇಲ್ಲದಿರುವ ವರ್ಗಕ್ಕೆ, ಮಧ್ಯಮವರ್ಗ ಮತ್ತು ಕೆಳದರ್ಜೆ ವರ್ಗದ ಜನರಿಗೆ, ಆಫೀಸುಗಳಿಗೆ ಹೋಗುವವರಿಗೆ ಕಾಲಕ್ಕೆ ಸರಿಯಾಗಿ ಬಸ್ಸು ಸಿಕ್ಕದೆ ಕಾಲ ಮುಗಿದ ಮೇಲೆ ಹೋಗಬೇಕಾದ ಸಂದರ್ಭ ಒದಗುತ್ತಿದೆ. ಆದ್ದರಿಂದ ಬಿ. ಟಿ. ಸಿ. ನಂಬಿದರೆ ಆಗುವುದಿಲ್ಲವೆಂಬ ಭಾವನೆ ಬಂದು ಜನರಲ್ಲಿ ಆ ಕಂಪೆನಿಯ ಬಸ್ಸುಗಳ ವಿಚಾರದಲ್ಲಿ ಒಂದು ಅಸಮಾಧಾನವುಂಟಾಗಿದೆ. ಆದ್ದರಿಂದ ಅದಕ್ಕೆ ಮುಂದೆ ಅವಕಾಶವಿರಬಾರದು. ಮಧ್ಯೆ ಅಲ್ಲಲ್ಲಿ ಬಸ್ಸುಗಳು ನಿಂತುಹೋಗುತ್ತವೆ. ಅದರಿಂದ ಹೋಗಬೇಕಾದ ಸ್ಥಳಕ್ಕೆ ಸಕಾಲದಲ್ಲಿ ಹೋಗಲು ಅವಕಾಶವಾಗುವುದಿಲ್ಲ. ರಿಲೀಫ್ ಬಸ್ ಜಾಗ್ರತೆ ಬರುವುದಿಲ್ಲ. ಕಂಡಕ್ಟರು ಮತ್ತು ಡ್ರೈವರು ಅಲ್ಲಿ ಇಲ್ಲಿ ನಿಂತಿರುತ್ತಾರೆ. ಬೇರೆ ಬಸ್ಸು ಬರುವವರೆಗೆ ರಸ್ತೆಯಲ್ಲೇ ಪದ ಹೇಳುತ್ತಾ ಇರಬೇಕಾಗುತ್ತದೆ. ನಾನು ಈ ಕಷ್ಟವನ್ನು ಅನುಭವಿಸಿದ್ದೇನೆ. ಇದರಲ್ಲಿ ಎರಡು ಅಂಶಗಳಿವೆ. ಈ ಬಸ್ಸುಗಳು ಸರ್ಕಾರದಿಂದಲೇ ನಡೆಸಲ್ಪಡಲಿ ಅಥವಾ ಖಾಸಗಿಯವರಿಂದಲೇ ನಡೆಸಲ್ಪಡಲಿ ಉಪಯೋಗಿಸತಕ್ಕವರ ದೃಷ್ಟಿಯಿಂದ ಅಷ್ಟೇನೂ ವ್ಯತ್ಯಾಸವಿಲ್ಲ. ಏಕೆಂದರೆ ಸ್ಟೇಟ್ ಕ್ಯಾಪಿಟಲ್ ಅಥವಾ ಸ್ಟೇಟ್ ಇಂಡಸ್ಟ್ರೀಸ್ ಆದರೂ ಉಪಯೋಗಿಸತಕ್ಕ ಜನರಿಗೆ ಹೆಚ್ಚು ಅನುಕೂಲತೆಗಳು ದೊರೆಯದೇ ಹೋದರೆ ಖಾಸಗಿ ಬಂಡವಾಳದಲ್ಲಿ ಅಥವಾ ಖಾಸಗಿ

ಒಡೆತನದಲ್ಲಿ ಎಷ್ಟರ ಮಟ್ಟಿಗೆ ಜನ ಸುಖ ಪಡುತ್ತಿದ್ದರೋ ಅಷ್ಟೇ ಆಯಿತು. ಆದ್ದರಿಂದ ಬರೀ ರಾಷ್ಟ್ರೀಕರಣವೇ ಒಂದು ದೊಡ್ಡ ಸುಧಾರಣೆಯೆಂದು ನಾವು ನಂಬುವುದಕ್ಕೆ ಸಾಧ್ಯವಿಲ್ಲ. ಸರ್ಕಾರದವರು ಮಸೂದೆಯ ಉದ್ದೇಶದಲ್ಲಿ ಹೇಳಿರುವ ಹಾಗೆ ದಕ್ಷತೆಯಿಂದ ಸಾಕಷ್ಟು ಸೌಲಭ್ಯವನ್ನು ಜನರಿಗೆ ಒದಗಿಸಿದ್ದೇ ಆದರೆ ರಾಷ್ಟ್ರೀಕರಣದಿಂದ ಕಾರ್ಯತಃ ಆಗಬೇಕಾದ ಒಂದು ದೊಡ್ಡ ಉದ್ದೇಶವನ್ನು ಈಡೇರಿಸಿದಂತಾಗುತ್ತದೆ. ಇಲ್ಲದಿದ್ದರೆ ಖಾಸಗಿ ಜನರು ಆಡಿಕೊಳ್ಳುವುದಕ್ಕೆ ಅವಕಾಶವಾಗುತ್ತದೆ. ಈ ಹೊತ್ತು ಭದ್ರಾವತಿ ಕಾರ್ಖಾನೆ ಸರ್ಕಾರದಿಂದ ನಡೆಸಲ್ಪಡುತ್ತಿದೆ. ಹಾಗೆಯೇ ಕೆಲವು ಕೈಗಾರಿಕೆಗಳು ಮೈಸೂರು ಸಂಸ್ಥಾನದಲ್ಲಿ ಸರ್ಕಾರದಿಂದ ನಡೆಸಲ್ಪಡುತ್ತಿವೆ. ರೋಡ್‌ಟ್ರಾನ್ಸ್‌ಪೋರ್ಟ್ ಸರ್ವಿಸ್ ಇದೆ. ಅದರಲ್ಲಿ ದಕ್ಷತೆ ಕಡಿಮೆಯಾಗುತ್ತಿರುವುದು ಸರ್ಕಾರಿ ಯಂತ್ರದಲ್ಲಿರುವ ಮನೋಭಾವ ಎದ್ದು ಕಾಣುತ್ತಿದೆ. ಒಂದು ಉದಾಹರಣೆ ಹೇಳಬೇಕೆಂದರೆ ಖಾಸಗಿ ಬಸ್ಸಿನವರ ಬಳಿ ಹೋಗಿ ಒಬ್ಬ ಪ್ರಯಾಣಿಕ ತಾನು ಇಂಥ ಕಡೆಗೆ ಹೋಗಬೇಕು, ಅಲ್ಲಿಗೆ ಬಸ್ಸು ಯಾವಾಗ ಹೋಗುತ್ತದೆ, ಛಾರ್ಜೇನು ಎಂದು ಏನಾದರೂ ಕೇಳಿದರೆ ಅವರು ತಕ್ಷಣ ಅದನ್ನು ತಿಳಿಸುತ್ತಾರೆ. ಅದೇ ಕಲಾಸಿಪಾಳ್ಯದ ಬಳಿಯಿರುವ ಸರ್ಕಾರದ ಎಂಕ್ವೈರಿ ಆಫೀಸಿಗೆ ಹೋಗಿ ರೋಡ್‌ಟ್ರಾನ್ಸ್‌ಪೋರ್ಟ್ ಬಸ್ಸಿಗೆ ಸಂಬಂಧಪಟ್ಟ ವಿಚಾರವೇನಾದರೂ ಕೇಳಿದರೆ ಅದಕ್ಕೆ ಗಮನ ಕೊಡುವುದೇ ಇಲ್ಲ. They will be otherwise engaged. ಮನಸ್ಸು ಬಂದರೆ ಹೇಳುತ್ತಾರೆ, ಇಲ್ಲದಿದ್ದರೆ ಇಲ್ಲ. ಈ ವಿಚಾರದಲ್ಲಿ ನನಗೂ ಕೂಡ ಸ್ವಂತ ಅನುಭವವಿದೆ. ಅದರಿಂದ ಏನಾಗುತ್ತದೆಂದರೆ ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡಬೇಕೆಂಬ ಅಭಿಪ್ರಾಯಕ್ಕೆ ಜನರ ಮನ್ನಣೆ ದೊರೆಯದೇ ಹೋಗುವ ಸಂಭವ ಬರುತ್ತದೆ. ಖಾಸಗಿಯವರೆ ದಕ್ಷತೆಯಿಂದ ಕೆಲಸ ಮಾಡುವರೆಂಬ ಭಾವನೆ ಬರುತ್ತದೆ. ಯಾರೋ ಕೆಲವರ ತಪ್ಪಿನಿಂದ ಈ ಪರಿಣಾಮವುಂಟಾಗುತ್ತದೆ. ಅಧಿಕಾರಿಗಳು ತಮ್ಮ ಕರ್ತವ್ಯವನ್ನು ಸರಿಯಾಗಿ ನಿರ್ವಹಿಸದೆ ಹೋದಾಗ ಜನರಿಗೆ ತೊಂದರೆಯಾಗಿ ರಾಷ್ಟ್ರೀಕರಣದಿಂದ ಅನುಕೂಲವಿಲ್ಲವೆಂಬ ಭಾವನೆ ಅವರಲ್ಲಿ ಮೂಡುತ್ತದೆ. ಆಗ ಜನರು ಅದರ ಆವಶ್ಯಕತೆಯಿಲ್ಲವೆಂದು ಹೇಳುತ್ತಾರೆ. ಟ್ರಾನ್ಸ್‌ಪೋರ್ಟ್ ಬಸ್ಸುಗಳ ಸಂಬಂಧದಲ್ಲಿ ಎಷ್ಟೋ ಕಡೆ ಹೀಗೆ ತೊಂದರೆಯಾಗಿದೆ. They need not go out of the way to oblige the person, I do not expect such facilities or discrimination to be shown to individuals. ಖಾಸಗಿ ಬಸ್ಸಿನವರು ಮನೆಯ ಹತ್ತಿರ ಬಂದು ಕೆಲವರನ್ನು ಕರೆದುಕೊಂಡು ಹೋಗುತ್ತಾರೆ.

4-30 P.M.

I do not accept such facilities or discriminations. ಅಂಥಾದ್ದೇನೂ ನಮಗೆ ಬೇಕಾಗಿಲ್ಲ. ಒಬ್ಬ ಸಾಮಾನ್ಯ ಮನುಷ್ಯನಿಗೆ ಅಷ್ಟಾದರೂ ಉಪಕಾರ ಮಾಡದಿದ್ದರೆ ಅದರಿಂದ ಆಗುವ ಅನುಕೂಲಕ್ಕಿಂತ ತೊಂದರೆಯೇ ಹೆಚ್ಚಾಗಿರುತ್ತದೆ. ಈ ರಾಷ್ಟ್ರೀಕರಣ ವ್ಯವಸ್ಥೆಯಲ್ಲಿ ಗಮನಿಸಬೇಕಾದ ಮೂಲಭೂತ ಸಮಸ್ಯೆಯೇ ಇದು. ಹೀಗೆ ಈಗಾಗಲೇ ಸರ್ಕಾರ ನಡೆಸುತ್ತಿರುವ ಇಂಥದೇ ಆದ ಒಂದು ಕನ್‌ಸರ್ನಿನಲ್ಲಿ ಸಾಕಷ್ಟು ದಕ್ಷತೆ ಕಾಣುತ್ತಿಲ್ಲವಾದುದರಿಂದಲೂ ಮತ್ತು ಅಧಿಕಾರವರ್ಗದವರಲ್ಲಿ ಒಂದು ಸೇವಾ ಮನೋಭಾವನೆ ಇದ್ದಂತೆ ಕಂಡುಬರುತ್ತಿಲ್ಲವಾದುದರಿಂದಲೂ ಅಂಥವುಗಳ ಅಭಿವೃದ್ಧಿ ಕುಂಠಿತಗೊಳ್ಳಬಹುದು. ಹಾಗೆ ಸಾಮಾನ್ಯಜನರು ಕೇಳತಕ್ಕ ವಿಚಾರಗಳ ಬಗ್ಗೆ ಸರಿಯಾದ ಉತ್ತರವನ್ನು ಕೊಡದೆ ಹೋದಪಕ್ಷದಲ್ಲಿ ಅದರಿಂದ ದೊಡ್ಡ ಧಕ್ಕೆಯುಂಟಾಗುತ್ತದೆ. ಆದುದರಿಂದ ಈಗ ಸರ್ಕಾರದವರು ಕೈಗೊಳ್ಳಲುದ್ದೇಶಿಸಿರುವ ಸಂಸ್ಥೆಯ ವಿಚಾರದಲ್ಲಿ ಸಹ ಅದನ್ನು ನಡೆಸಿಕೊಂಡು ಹೋಗತಕ್ಕ ವಿಚಾರದಲ್ಲಿ ಜನರಿಗೆ ಅಪಾದನೆಮಾಡುವುದಕ್ಕೊಂದು ಅವಕಾಶವಿಲ್ಲದ ರೀತಿಯಲ್ಲಿ ನೋಡಿಕೊಳ್ಳಬೇಕೆಂದು ತಿಳಿಸುತ್ತೇನೆ. ಇಂಥ ಉದ್ಯಮಗಳನ್ನು ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡಬೇಕೆಂದು ಹೇಳತಕ್ಕ ಉದ್ದೇಶಗಳಲ್ಲಿ ನಮಗೆ ಈ ಸಂಚಾರ ಸೌಲಭ್ಯಗಳ ಅಗತ್ಯ ದಿನೇ ದಿನೇ ಬೆಳೆಯುತ್ತಿದೆಯೆಂಬುದು ಕಂಡುಬರುತ್ತದೆ. ಆದುದರಿಂದ ಈ ಸಂಚಾರಣೆಯ ತೊಡಕನ್ನು ಪರಿಹರಿಸಲು ಸರ್ಕಾರದವರು ದಕ್ಷತೆಯಿಂದೊಡಗೂಡಿದ ಹೆಚ್ಚು ಹೆಚ್ಚು ಸಿದ್ಧತೆಗಳನ್ನು ಕೈಗೊಳ್ಳಲು ಸಿದ್ಧರಾಗಿರಬೇಕೆಂದು ಹೇಳಬಹುದಾಗಿದೆ. ಆದರೆ ಈದಿನ ಇರತಕ್ಕ ಈ ಬಿ. ಟಿ. ಸಿ. ಸಂಸ್ಥೆಯ ಆಡಳಿತ ಸರ್ಕಾರದವರ ಕೈಗೆ ಬಂದಮೇಲೆ ಇನ್ನೂ ಉತ್ತಮಗೊಳ್ಳುತ್ತದೆ ಎನ್ನುವ ಭಾವನೆ ನಮಗೆ ಅಷ್ಟಾಗಿಲ್ಲ. ಶ್ರೀ ಶ್ರೀನಿವಾಸಯ್ಯಂಗಾರ್ ಅವರು ತಿಳಿಸಿದಂತೆ ಕೇಂದ್ರ ಸರ್ಕಾರದವರು ಇತ್ತೀಚೆಗೆ ಎಂದರೆ ಪ್ಲಾನಿಂಗ್ ಕಮಿಷನ್ನಿನವರು ರೈಲು ವಿಮಾನ ಮಾರ್ಗಗಳನ್ನು ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡಿರುವಂತೆ ಎಲ್ಲ ಸಂಚಾರ ಮಾರ್ಗಗಳನ್ನೂ ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡಬೇಕೆಂದು ಮನಸ್ಸು ಮಾಡಿದ್ದಾರೆ. ಆದರೆ ಈಗ ಈ ಬಸ್ ಸಂಚಾರಕ್ಕೆ ಬೇಕಾಗಿರತಕ್ಕ ಪೆಟ್ರೋಲ್ ಮತ್ತು ಡೀಸೇಲ್ ಆಯಿಲ್ ಇತ್ಯಾದಿ ಪದಾರ್ಥಗಳನ್ನು ಹೊರಗಡೆಯಿಂದ ತರಿಸಲಾಗುತ್ತಿದೆ. ನಮ್ಮ ದೇಶದಲ್ಲಿ ಈ ಮೋಟಾರ್ ವಾಹನಗಳನ್ನು ತಯಾರಿಸಲು ಇನ್ನೂ ಸಾಧ್ಯವಾಗಿಲ್ಲ. ಹೀಗೆಲ್ಲಾ ಇದ್ದರೂ ಈ ದಿವಸ ನಾವು ಈ ಉದ್ಯಮದಲ್ಲಿ ಲಾಭಗಳಿಸುತ್ತಿದ್ದೇವೆ. ಅಷ್ಟೇಕೆ ಈ ಉದ್ಯಮದಲ್ಲಿ ಇನ್ನೂ ಹೆಚ್ಚಿನ ಲಾಭಗಳಿಸಲು ಅವಕಾಶವಿದೆ ಎನ್ನುವ ಭವಿಷ್ಯವನ್ನೂ ಸಹ ನಾವು ಕಂಡುಕೊಂಡಿದ್ದೇವೆ. ಆದರೆ ಈ ಮಾರ್ಗದಲ್ಲಿ ಸರ್ಕಾರ ಈಗಾಗಲೆ ತಪ್ಪು ಹೆಜ್ಜೆಯನ್ನಿಟ್ಟಿದೆ. ಮಾನ್ಯಮಂತ್ರಿಗಳು ಅಂಥ ತಪ್ಪುಗಳೇನಾದರೂ ಇದ್ದರೆ ನಮ್ಮ ಗಮನಕ್ಕೆ ತನ್ನಿ ಎಂದು ಹೇಳಿದರು. ಹಾಗೆ ಹೇಳಬೇಕೆಂದರೆ ಎಷ್ಟೋ ಆಪಾದನೆಗಳಿವೆ. ಅವುಗಳನ್ನು ವಿರೋಧಪಕ್ಷದ ಸದಸ್ಯರಾದ ನಾವು ಯಾವತ್ತೂ ಕ್ರಮವಾಗಿ ಮಾಡುತ್ತಲೇ ಬಂದಿದ್ದೇವೆ ನಾವೀದಿವಸ ಅಖಿಲಭಾರತದ ಒಂದು ಸಮಗ್ರ ಚಿತ್ರವನ್ನು ತೆಗೆದುಕೊಂಡು ನೋಡುವುದಾದರೆ ನಮ್ಮ ಪ್ರತಿಯೊಂದು ಉದ್ಯಮದಲ್ಲೂ ಸುಮಾರು ಶೇಕಡ 60 ರಷ್ಟು ಹೊರಗಡೆಯ ಬಂಡವಾಳವಿದೆ. ಹೀಗಿದ್ದರೂ ಸರ್ಕಾರದವರು ನಾವು ಖಾಸಗೀ ಜನರ ಬಂಡವಾಳವನ್ನು ಮುಟ್ಟುವುದಿಲ್ಲವೆಂತಲೇ ಹೇಳುತ್ತಿದ್ದಾರೆ. ಒಂದು ಕಡೆ ಹೀಗೆ ಮಾಡುತ್ತಿದ್ದಾಗ ಮತ್ತೊಂದು ಕಡೆ ಹಾಗೆ ಭರವಸೆಯನ್ನು ಸಹ ಕೊಡುತ್ತಿದ್ದಾರೆ. ಈ ಸಂದರ್ಭದಲ್ಲಿ ಸರ್ಕಾರದವರು ನಾವು ಅಡಕ್ವೇಟ್ ಕಾಂಪೆನ್‌ಸೇಷನ್ ಕೊಡುತ್ತೇವೆಂದು ಹೇಳಿದಾಗ ಶ್ರೀ ಟಿ. ಮರಿಯಪ್ಪನವರಂಥ ಒಬ್ಬ ಕಾಂಗ್ರೆಸ್ ಸದಸ್ಯರು ಯಾರಾದರೂ ಎದ್ದು ಸರ್ಕಾರದವರನ್ನು ಹೆದರಿಸಿದರೆ ಹೆದರಿಬಿಟ್ಟು ಗಾಬರಿಯಾಗಿಬಿಡುತ್ತಾರೆ. ಆ ಹೆದರಿಕೆಯಲ್ಲಿ 'ಬಂಗಾರದ ಮೊಟ್ಟೆಯನ್ನಿಡತಕ್ಕ ಹಂಸವನ್ನು ಕೊಯ್ದ ಹಾಗೆ ಆಗುತ್ತದೆ' ಅನ್ನುವ ಗಾದೆಗನುಸಾರವಾಗಿ ಹೇಳಿಬಿಡುತ್ತಾರೆ. ಆದುದರಿಂದ ತಾವು ಊರು ಹಾಳಾದ ಮೇಲೆ ಗೌಡ ಹೆಬ್ಬಾಗಿಲು ಹಾಕಿದಂತೆ ಮಾಡಬಾರದು.

(ಶ್ರೀ ಎಸ್. ಗೋಪಾಲಗೌಡ)

ಸರ್ಕಾರದವರು ಯಾವ ಕಾರ್ಯವನ್ನು ಮಾಡಿದರೂ ಅದರಿಂದ ಜನಗಳಿಗೆ ಸಾರ್ಥಕವಾಗುವಹಾಗೆ ಇರಬೇಕು. ''ನಾವೂ ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡುತ್ತೇವೆ'' ಎಂದು ಹೇಳಿಕೊಳ್ಳುತ್ತ ಅದನ್ನು ಎಂದೇ ಒಂದುದಿನ ಮಾಡಿದರೆ ಆಯಿತೆಂದು ಭಾವಿಸಿದ್ದೀರಿ. ಮಿಸ್ಟರ್ ಪ್ರೆಸಿಡೆಂಟ್ ನಾಜರ್ ಅಂಥವರೂ ಸಹ ಈ ವಿಚಾರದಲ್ಲಿ ಮುಂದೆ ಹೋಗುತ್ತಿರುವಾಗ, ನಾವು ನಮ್ಮ ಇಂಡಿಯಾ ದೇಶದಲ್ಲಿ ಈ ರಾಷ್ಟ್ರೀಕರಣವನ್ನು ಬಹಳ ಹಿಂದೆಯೇ ನಿರೀಕ್ಷಿಸಿಕೊಂಡಿದ್ದೆವು. ಆದರೆ ಶ್ರೀ ನೆಹರು ಅವರಿಗೆ ಇದು ಸರಿಬೀಳಲಿಲ್ಲವೇನೋ. ಅದಕ್ಕೇ ಇದು ಆಗಲಿಲ್ಲ ಆದರೆ ದೇಶದಲ್ಲಿ ಒಂಭತ್ತು ವರ್ಷಗಳ ಕಾಂಗ್ರೆಸ್ ರಾಜ್ಯಭಾರ ವಾದಮೇಲೆ ಈಗ ಇದಕ್ಕೆ ಕೈ ಹಾಕಿದ್ದಾರೆ. ಆದಾಗ್ಯೂ ಇದೂಕೂಡ ಅಭಿನಂದನೀಯವಾದುದೆಂದೇ ಹೇಳಬೇಕು.

ಈಗ ಆ ಬಿ. ಟಿ. ಸಿ. ಕಂಪೆನಿಗೆ ಪರಿಹಾರ ಕೊಡತಕ್ಕ ಸಂಬಂಧವಾಗಿ ಮೂರು ರೀತಿಯ ಅಭಿಪ್ರಾಯಗಳು ಹೊರಬಿದ್ದಿವೆ. ಮೊದಲನೆಯದು ಈಗ ಸರ್ಕಾರ ಆ ಕಂಪನಿಯವರಿಗೆ ಕೊಡಲು ಉದ್ದೇಶಿಸಿರುವ ಪರಿಹಾರದ್ರವ್ಯ ಬಹಳ ಹೆಚ್ಚಾಯಿತು ಎನ್ನುವುದು. ಈಗ ಕೊಡಬೇಕೆಂದಿರುವ ಪರಿಹಾರದ್ರವ್ಯ ಸಾಲದು, ಕಡಮೆಯಾಯಿತು ಎನ್ನುವುದು ಎರಡನೆ ಅಭಿಪ್ರಾಯ. ಮೂರನೆಯ ಅಭಿಪ್ರಾಯ ಈಗ ಕೊಡಬೇಕೆಂದಿರುವ ಪರಿಹಾರದ ಮೊಬಲಗು ಸರಿಯಾಗಿದೆ ಎಂದು. ಈ ಸಂಬಂಧದಲ್ಲಿ ಜನರ ಅಭಿಪ್ರಾಯಗಳು ಹೀಗೆ ವ್ಯತ್ಯಾಸವಾಗುವುದು ಸ್ವಾಭಾವಿಕ. ಷೇರ್ ಹೋಲ್ಡರುಗಳೇನಾದರೂ ರಿಟ್ ಹಾಕಬಹುದೆಂಬ ವಿಷಯದಲ್ಲಿ ಆಲೋಚನೆ ಮಾಡಿದರೆ, ನಾವು ಇಲ್ಲಿಯತನಕ ಅವರಿಗೆ ಎಷ್ಟೆಷ್ಟು ಉತ್ಪತ್ತಿಯನ್ನು ಕೊಟ್ಟಿದ್ದೇವೆ ಎನ್ನುವುದೇ ಬಹು ಮುಖ್ಯವಾದ ಪ್ರಶ್ನೆ. ಅದನ್ನು ಗಮನದಲ್ಲಿಟ್ಟುಕೊಂಡು ಹೇಳುವುದಾದರೆ ಷೇರ್ ಹೋಲ್ಡರುಗಳಿಗೆ ಷೇರುಗಳ ಫೇಸ್‌ವ್ಯಾಲ್ಯು ಕೊಟ್ಟರೆ ಸಾಕೆಂದು ನನಗೆ ತೋರುತ್ತದೆ. ಏಕೆಂದರೆ ಎಷ್ಟೋ ಸಂದರ್ಭಗಳಲ್ಲಿ 10 ರೂಪಾಯಿಗಳ ಷೇರಿಗೆ ಹತ್ತು ರೂಪಾಯಿಗಳು ಬಾರದಿರುವಂಥ ನಿದರ್ಶನಗಳಿರುವಾಗ—10 ರೂಪಾಯಿಗಳಿಗೆ 10 ರೂಪಾಯಿಗಳು ಬಂದರೆ ಸಾಕು. ನಮ್ಮ ಸ್ನೇಹಿತರಾದ ಶ್ರೀ ಮುಲ್ಕರವರು ಹೇಳಿರುವಂತೆ ಇದೂ ಕೂಡ ಒಂದು ರೀತಿಯ ಸಟ್ಟಾ ವ್ಯವಹಾರವಾಗಿದೆ. ಈ ಷೇರ್ ವ್ಯವಹಾರದಿಂದಲೇ ಸಟ್ಟಾ ವಿಚಾರ ಹುಟ್ಟಿತು......

ಶ್ರೀ ಎಚ್. ಸಿದ್ದವೀರಪ್ಪ.—ಬಡ ವಿಧವೆ ಇತ್ಯಾದಿ ಯಾವರಿದ್ದಾರೋ !

ಶ್ರೀ ಎಸ್. ಗೋಪಾಲಗೌಡ.—ಹಾಗೆ ಯಾರೋ ನನ್ನಂಥ ಒಬ್ಬಿಬ್ಬರು ಬಡಪಾಯಿಗಳೇನಾದರೂ ಹತ್ತು ರೂಪಾಯಿಗಳನ್ನು ಇದರಲ್ಲಿ ಹಾಕಿದ್ದು, ಅಂಥವರಿಗೆ ಆ ಹಣಕ್ಕೆ 'ನಾವು' ಬೀಳತಕ್ಕ ಪ್ರಸಂಗವಿದ್ದಲ್ಲಿ "ಅಯ್ಯಾ ನೀನು ಈ ನಿನ್ನ ಹತ್ತು ರೂಪಾಯಿಗಳನ್ನು ತೆಗೆದುಕೋ, ನಿಮ್ಮಂಥ ಬಡವರು ಇನ್ನುಮೇಲೆ ಇಂಥ ವ್ಯವಹಾರಗಳಲ್ಲಿ ಹಣವನ್ನು ಹಾಕಬಾರದು" ಎಂದು ಹೇಳಿ ಆ ಹಣವನ್ನು ಅಂಥವರಿಗೆ ಕೊಟ್ಟುಬಿಡಿ ಎಂದು ತಿಳಿಸಬಹುದಾಗಿತ್ತು. ಆದರೆ ಹಾಗಿಲ್ಲದೆ ತಾವು ಹೇಳುವಂಥ ಆ ವಿಡೋಸ್‌ಗಳು ಇಂಥ ಅನೇಕ ಕಂಪನಿಗಳಲ್ಲೂ—ಬ್ಯಾಂಕುಗಳಲ್ಲೂ ಷೇರುಗಳನ್ನು ಹಾಕಿಕೊಂಡಿದ್ದರೆ ಆಕೆಗೇಕೆ ಅಷ್ಟು ಕಷ್ಟ ! ಇಂಥವರೆಲ್ಲ ಹಣ ಹಾಕುವುದಕ್ಕೆ ಪ್ರಾರಂಭಿಸಿದ್ದರಿಂದಲೇ ಆ ಗೋಪಾಲರಾಯರ ಬ್ಯಾಂಕ್ ಬೇಗ ಮುಳುಗಿ ಹೋಯಿತು. ಇವರ ಹಣವೂ ಹಾಗೆಯೇ ಪೂರ್ತಿಯಾಗಿ ಹೋಯಿತು. ದೇಶವೇ ಅನ್ನ ಬಟ್ಟೆಗಳಿಗಾಗಿ ಕಷ್ಟ ಪಡುತ್ತಿರುವಾಗ, ಸರ್ಕಾರ ಪ್ರತಿವರ್ಷವೂ 3—4 ಕೋಟಿ ರೂಪಾಯಿಗಳ ಸಾಲವನ್ನು ಎತ್ತುತ್ತಿರುವಾಗ ಇಂಥವರು ಆ ಹಳೆ ನೋಟುಗಳನ್ನೂ, ಹಳೆ ರೂಪಾಯಿ ನಾಣ್ಯಗಳನ್ನೂ ಹೊರಕ್ಕೆ ತೆಗೆದುಕೊಟ್ಟರೆ ಅದರಿಂದ ಎಷ್ಟೋ ಉಪಕಾರ ಮಾಡಿದಂತಾಗುತ್ತದೆ. ಆದ ಕಾರಣ ಈಗ ಮಂತ್ರಿಗಳು ಹೇಳಿದಂಥ ಸಂದರ್ಭಗಳಲ್ಲಿ ಗಾಡಿ ಎಂದೂ ಹಿಂದಕ್ಕೆ ಹೋಗುವ ಸಂಭವವಿಲ್ಲ ; ಅವು ಮುಂದಕ್ಕೆ ಹೋಗುತ್ತವೆ. ಹೀಗಿರುವುದರಿಂದ ಸರ್ಕಾರ ಈಗ ಕೊಡಬೇಕೆಂದು ಉದ್ದೇಶಿಸಿರುವ ಎಂಟು ಲಕ್ಷ ಚಿಲ್ಲರೆ ಪರಿಹಾರ ದ್ರವ್ಯವು ಬಹಳ ಹೆಚ್ಚಾಯಿತು. ಆದುದರಿಂದ ಅವರೆಲ್ಲರಿಗೂ ಅವರ ಷೇರುಗಳ ಫೇಸ್‌ವ್ಯಾಲ್ಯು ಪ್ರಕಾರ ಅವರಿಗೆ ಪರಿಹಾರ ಕೊಟ್ಟರೆ ಸಾಕೆಂದು ಕಾಣುತ್ತದೆ. ಆದರೆ ಕಾನೂನು ದೃಷ್ಟಿಯಿಂದ ಒಬ್ಬೊಬ್ಬರು ಒಂದೊಂದು ರೀತಿಯಾಗಿ ಹೇಳಿದರು ಕಾನೂನಿನಲ್ಲಿ ಒಬ್ಬೊಬ್ಬರಿಗೂ ಒಂದೊಂದು ವಿಧವಾಗಿ ನಿಬಂಧನೆ ಮಾಡುವುದಕ್ಕಾಗುವುದಿಲ್ಲ......

ಶ್ರೀ ಎಚ್. ಸಿದ್ದವೀರಪ್ಪ.—ತಮ್ಮ ಅಭಿಪ್ರಾಯದಲ್ಲಿ ಒಂದು ಅಡಕೆಯೆಲೆ ಕೊಟ್ಟರೆ ಸಾಕೆಂತ ಇರಬಹುದೇನೋ !

ಶ್ರೀ ಎಸ್. ಗೋಪಾಲಗೌಡ.—ಹೌದು ನಾನು ಇದೇ ಮಾತನ್ನು ಆ ಚಿನ್ನದಗಣಿ ರಾಷ್ಟ್ರೀಕರಣದ ಸಂಬಂಧದಲ್ಲಿ ಹೇಳಿದ್ದೆನು. ಆ ರೀತಿ ನಾವು ಅವರಿಗೆ ಕೊಡಬೇಕು. ಅವರೂ ಸಹ ಅದೇ ರೀತಿ ನಮಗೂ ಕೊಡಬೇಕು. ಹಾಗಾದರೇನೇ ಇಬ್ಬರಿಗೂ ಬೇಗ ರಾಗಿರಲು ಅನುಕೂಲವಾಗುತ್ತದೆ. ನಾನೇನೋ ಸರ್ಕಾರದವರು ಇದರ ವಿಚಾರದಲ್ಲಿ ಹಾಗೆಯೇ ಮಾಡುತ್ತಾರೆಂದು ತಿಳಿದುಕೊಂಡಿದ್ದೆನು. ಆದರೆ ಈಗ ನೋಡುತ್ತಿರುವ ಪರಿಸ್ಥಿತಿಯಲ್ಲಿ ಆ ಪರಿಹಾರ ದ್ರವ್ಯ ಸಾಲದೆಂದು ಹೇಳತಕ್ಕ ಜನರೂ ಇದ್ದಾರೆ. ಅಸೆಟ್ಸ್ ಜಾಸ್ತಿಯಿದೆ. ಸಂಪಾದನೆಯಾಗುತ್ತದೆ. ಅವಕ್ಕಾಗಿ ಈಗ ಕೊಡಬೇಕೆಂದಿರುವ ಪರಿಹಾರದ್ರವ್ಯ ಸಾಲದೆಂದು ಕೆಲವರ ಅಭಿಪ್ರಾಯ. ಮತ್ತೊಂದು ಕಡೆ ಈ ಕಂಪನಿಯ ಆಡಳಿತ ವಿಚಾರದಲ್ಲಿ ಅನೇಕ ಅನುಮಾನಾಸ್ಪದವಾದ ವಿಚಾರಗಳು ಬೇರೆ ಯಿರುತ್ತವೆಂದು ಕೆಲವರು ಹೇಳಿದ್ದಾರೆ. ಇದು ಬಹಳ ದುಃಖಕರವಾದ ವಿಚಾರ. ಪ್ರತಿಯೊಂದು ವ್ಯವಹಾರದಲ್ಲೂ ಇಂಥ ಸನ್ನಿವೇಶವಿರಬಾರದು......

ಒಬ್ಬ ಸದಸ್ಯರು.—ನಿಮಗೆ ಯಾವಾಗ್ಗೂ ಅನುಮಾನಾಸ್ಪದವಾದ ಸಂಗತಿಗಳೇ ಕಣ್ಣಿಗೆ ಬೀಳುತ್ತವೆ.

ಶ್ರೀ ಎಸ್. ಗೋಪಾಲಗೌಡ.—ಅಂಥದ್ದೇನೂ ಇಲ್ಲ. ಅನುಮಾನಕ್ಕಿಂತ ಹೆದ್ದರೋಗ ಬೇರೊಂದಿಲ್ಲ. 'Seeing is believing' ಕಣ್ಣಿನಲ್ಲಿ ನೋಡಿದ್ದನ್ನೇ ನಾನು ಹೇಳುತ್ತಿರುವುದು. ಸರ್ಕಾರದವರು ಈಗಿನ ಷೇರ್ ವ್ಯಾಲ್ಯುವನ್ನು ಗಮನಕ್ಕೆ ತೆಗೆದುಕೊಂಡು ಲೆಕ್ಕ ಹಾಕಿರುವ ಪ್ರಕಾರ, ಎಂದರೆ ಹತ್ತು ವರ್ಷಗಳ ಸರಾಸರಿ ಉತ್ಪತ್ತಿಯನ್ನು ಲೆಕ್ಕಕ್ಕೆ ತೆಗೆದುಕೊಂಡು ಅದರ ಆಧಾರದಮೇಲೆ ಈ 14·18 ಲಕ್ಷ ರೂಪಾಯಿಗಳ ಪರಿಹಾರದ್ರವ್ಯ ಅಡಿಕ್ವೇಟ್ ಪರಿಹಾರದ್ರವ್ಯವಾಗುತ್ತದೆ ; ಇಷ್ಟನ್ನು ಕೊಡಬೇಕೆಂದು ನಾವು ತೀರ್ಮಾನ ಮಾಡಿಕೊಂಡಿರುತ್ತೇವೆಂದು ಹೇಳಿದ್ದಾರೆ. ಆದರೆ ಈ ಷೇರ್‌ಗಳೆಲ್ಲಾ ಯುದ್ಧಾನಂತರದಿಂದೀಚೆಗೆ ಹೆಚ್ಚು ಹೆಚ್ಚು ಬೆಲೆಗೆ ಮಾರಾಟವಾಗುತ್ತಿವೆ. ಹಾಗೆ ಹತ್ತು ವರ್ಷಗಳ ಆವರೇಜ್ ತೆಗೆದುಕೊಳ್ಳುವುದು ಸೂಕ್ತವಾಗಿದ್ದರೂ ನಾವು ಮುಂದಿನ ಒಂದು ಓವರಾಲ್ ಪಿಕ್ಚರನ್ನು ಗಮನದಲ್ಲಿಟ್ಟುಕೊಂಡು ನೋಡಬೇಕು. ಒಂದು ಕಡೆ ಒಂದುರೀತಿಯ ಕಾನೂನನ್ನು ಅನ್ವಯಿಸಿ

ಮತ್ತೊಂದು ಇಂಥದೇ ಸಂದರ್ಭದಲ್ಲಿ ಇನ್ನೊಂದು ರೀತಿಯ ಕಾನೂನನ್ನು ಅನ್ವಯಿಸಿದರೆ ಅದರಿಂದ ತೊಂದರೆಗಳು ಬರುತ್ತವೆ. ಇದೊಂದು ಹೆಸರಿಗೆ ಮಾತ್ರ ರಾಷ್ಟ್ರೀಕರಣ ವಾದೀತೆ ಹೊರತು ಕಾರ್ಯತಃ ಇದರಲ್ಲಿ ನಾವು ಪಡೆಯಬೇಕಾದ ಅನುಕೂಲಕ್ಕೆ ಪ್ರತಿಯಾಗಿ ಅತಿಯಾದ ಸಾಲದ ಹೊರೆಯನ್ನು ಹೊರಬೇಕಾದ ಪ್ರಮೇಯ ಬರಬಹುದು. ಕೇವಲ ತತ್ವಕ್ಕಾಗಿ ಹೋರಾಟ ಮಾಡಿ ಸಾಲ ಕಟ್ಟಿಕೊಳ್ಳುವುದು ಅಷ್ಟೇನೂ ಉತ್ತಮವಾದುದಲ್ಲವೆಂಬುದು ನನ್ನವಾದ. ಆದರೆ ಈ ಸಂದರ್ಭದಲ್ಲಿ ಅಂಥದಕ್ಕೆ ಅವಕಾಶವಿಲ್ಲದಿರಬಹುದು. ನಮ್ಮ ಮೈಸೂರು ಸಂಸ್ಥಾನದಲ್ಲಿ ಈ ಮಸೂದೆಗೆ ನಾಳಿನ ಅಕ್ಟೋಬರ್ ಒಂದನೆಯ ತಾರೀಖಿನೊಳಗಾಗಿ ಅಂಗೀಕಾರ ದೊರೆತು ಇದು ಕಾನೂನಾಗಬೇಕಾಗಿದೆ. ಅದಕ್ಕೆ ಸರ್ಕಾರದವರು ನಮ್ಮಗಳ ಅನುಮತಿಯನ್ನು ಕೊಡಬೇಕೆಂದು ಕೇಳುತ್ತಿದ್ದಾರೆ. ಆದರೆ ಅನೇಕ ಸದಸ್ಯರುಗಳು ಈ ಮಸೂದೆಯು ಸೆಲೆಕ್ಟ್ ಸಮಿತಿಯವರ ಪರಿಶೀಲನೆಗೆ ಹೋದರೆ ಅದರಲ್ಲಿ ತಪ್ಪೇನೂ ಇಲ್ಲವೆಂದು ಬೇರೆ ಹೇಳುತ್ತಿದ್ದಾರೆ. ಸರಿಯಾದ ಒಂದು ಆಡಳಿತಪಕ್ಷವಿದ್ದಿದ್ದರೆ, ಇಂಥ ಮಸೂದೆಗಳನ್ನು ಈ ಸಭೆಯ ಮುಂದೆ ತರುವುದಕ್ಕೆ ಮೊದಲೇ ಇವುಗಳ ಬಗ್ಗೆ ಸಾಕಾದಷ್ಟು ಚರ್ಚೆಮಾಡಿ, ಎಲ್ಲ ವಿಚಾರಗಳನ್ನೂ ವಿಮರ್ಶೆಮಾಡಿ ಒಂದು ಖಚಿತವಾದ ತೀರ್ಮಾನಕ್ಕೆ ಬಂದನಂತರವೇ ಇಂಥ ಮಸೂದೆಗಳನ್ನು ಈ ಸಭೆಯ ಮುಂದೆ ತರುವುದು ಸೂಕ್ತವಾದದ್ದು ಎಂದು ಹೇಳಬಹುದಾಗಿತ್ತು. ಹಾಗೆ ಮಾಡದೆ ಸರ್ಕಾರದವರು ಬಿಲ್ಲುಗಳನ್ನು ಈ ಸಭೆಯ ಮುಂದೆ ತರುತ್ತಿರುವುದರಿಂದ, ಇಲ್ಲಿ ತಮ್ಮ ಪಕ್ಷದವರಲ್ಲೇ ಯಾರಾದರೊಬ್ಬರು, ಶ್ರೀ ಟಿ. ಮರಿಯಪ್ಪನವರಂಥ ಸದಸ್ಯರೊಬ್ಬರು, ಏನಾದರೊಂದು ಲೋಪದೋಷವನ್ನು ತೋರಿಸಿಕೊಟ್ಟರೆ ಆಗ ಇವರು ಗಾಬರಿ ಬೀಳುತ್ತಾರೆ. ಹೀಗಾಗಿಯೇ ಕೆಲವು ಮಸೂದೆಗಳು ಈ ಸಭೆಯ ಮುಂದೆ ಬಂದು ಪುನಃ ಅವು ಮೇಲಕ್ಕೆ ತಲೆಎತ್ತದಂತೆ ಹಾಗೆಯೇ ಸತ್ತುಹೋಗಿವೆ. ಈ ಸಭೆಯಲ್ಲಿ ಶ್ರೀ ಕಡಿದಾಳ್ ಮಂಜಪ್ಪನವರೂ ಮತ್ತು ಶ್ರೀ ಚೆನ್ನಬಸಪ್ಪನವರೂ ಹಾಜರಿಲ್ಲ. ಅವರು ಇಲ್ಲಿ ತಂದಿದ್ದ ಅನೇಕ ಮಸೂದೆಗಳು ಸತ್ತೇಹೋದುವು! ಆ ರೀತಿ ಮಾಡುವುದು ಒಳ್ಳೆಯದಲ್ಲ. ಕಾಂಗ್ರೆಸ್ ಪಕ್ಷದಲ್ಲಿಯೂ ಕೂಡ ಎಲ್ಲ ವಿಷಯಗಳಲ್ಲಿಯೂ ಒಮ್ಮತ ಬರುವುದು ಸಾಧ್ಯವಿಲ್ಲವೆನ್ನುವುದು ನಮಗೂ ಸಹ ಗೊತ್ತಾಗುತ್ತದೆ. Internal democracy ಇರುತ್ತದೆ. ಆದರೂ ಮೆಜಾರಿಟಿ ಅಭಿಪ್ರಾಯ ತೆಗೆದುಕೊಂಡು ಮುಂದೆ ಹೋಗಬೇಕಾಗುತ್ತದೆ.

ಈ ಮಸೂದೆಯ ವಿಷಯದಲ್ಲಿ ಇಷ್ಟು ದಿವಸದಿಂದ ಸರ್ಕಾರದವರು, ಅವರು ಹೇಳುತ್ತಿರುವ ಹಾಗೆ, lot of examination ಮಾಡಿ, ಏನೇನು ಮಾಡಬೇಕೋ ಅದೆಲ್ಲವನ್ನೂ ಮಾಡಿದ್ದಾರೆಂದು ತಿಳಿದುಕೊಂಡಿದ್ದೇನೆ. ಪ್ರತಿಯೊಂದನ್ನೂ ಲೆಕ್ಕಮಾಡಿರುತ್ತಾರೆ. ಆದರೆ ಪಕ್ಷದ ಮುಂದೆಯೂ ಕೂಡ ಕಾನೂನುಗಳ ವಿಷಯದಲ್ಲಿ ಸರಿಯಾದ ತಜ್ಞರ ಅಭಿಪ್ರಾಯದಂತೆ, ಅವೇಲೆ ಟೀಕೆಗಳೇನೂ ಇಲ್ಲದಂತೆ ಮಸೂದೆಯನ್ನು ತರಲಾಗಿದೆ ಎಂದು ಹೇಳುವುದಿಲ್ಲ. ಪ್ರತಿಯೊಂದು ವಿಷಯದ ಮೇಲೆಯೂ ಚರ್ಚೆಯಾಗಬೇಕು. ಅದು ದೇಶಕ್ಕೆ ತಿಳಿಯಬೇಕು. ಸರಿಯಾದುದನ್ನೇ ಮಾಡಬೇಕು. ಹಾಗೆ ಮಾಡುತ್ತಿದ್ದರೂ ಕೂಡ ನಮ್ಮನೆ ಸರಿಯಾಗಿದೆ ಎಂದು ಒಪ್ಪಿಕೊಳ್ಳುವುದು ಉಚಿತವಲ್ಲ. ಯಾವುದನ್ನೇ ಆಗಲಿ ಚರ್ಚೆಮಾಡದೆ, ಅದರ ಸಾಧಕ ಬಾಧಕಗಳನ್ನು ವಿಚಾರಿಸದೆ ಫಾರ್ಮಾಲಿಟೀಸ್ ಎಂದು ಏನು ಹೇಳುತ್ತಾರೆಯೋ ಅದನ್ನೆಲ್ಲ ಮಾಡದೆ ಒಪ್ಪಿಕೊಳ್ಳಬೇಕು ಎಂದು ಹೇಳುವುದಕ್ಕಾಗುವುದಿಲ್ಲ. ಈ ಮಸೂದೆಯಲ್ಲಿ ಅಂಥ ಭಯವೇನೂ ಇಲ್ಲ. ಆದರೆ ಇದರಲ್ಲಿ ನನಗನ್ನಿಸುವುದು ಏನೆಂದರೆ ಇದರಲ್ಲಿ ಆತುರ ಹೆಚ್ಚಾಗಿದೆ. ಇದನ್ನು ಅಕ್ಟೋಬರು ಒಂದನೆ ತಾರೀಖಿನಿಂದಲೇ ತರಬೇಕಾಗಿರುವುದರಿಂದ ಒಪ್ಪಬೇಕು ಎಂದು ಹೇಳುತ್ತಾರೆ. ಮಸೂದೆಯನ್ನು stage by stage ತೆಗೆದುಕೊಂಡು ಏನೇನು ಸಂಸ್ಕಾರವಾಗಬೇಕೋ ಅದನ್ನೆಲ್ಲ ಮಾಡುವುದು ಒಳ್ಳೆಯದು.

ಕಾಂಪೆನ್ಸೇಷನ್ ವಿಚಾರದಲ್ಲಿ 14,18,000 ರೂಪಾಯಿಗಳನ್ನು ಕೊಡಬೇಕೆಂದು ಈ ಮಸೂದೆಯಲ್ಲಿ ತಿಳಿಸಿದ್ದಾರೆ. ಇದು ಹೆಚ್ಚು ಎನ್ನುವುದು ನನ್ನ ಅಭಿಪ್ರಾಯ. ಸಾಧ್ಯವಾದರೆ ಫೇಸ್ ವ್ಯಾಲ್ಯೂ ಕೊಟ್ಟಿದ್ದರೆ ಸಾಕಾಗಿತ್ತು. ಇನ್‌ಕಂಟ್ಯಾಕ್ಸ್ ಬಾಕಿ ಇರುವುದನ್ನು ಮಂತ್ರಿಗಳ ಅಭಿಪ್ರಾಯದ ಪ್ರಕಾರ, ಕಾಂಪೆನ್ಸೇಷನ್‌ನಲ್ಲಿ ಕೊಡಬೇಕೆಂದಿತ್ತೆಂದು ಕಾಣುತ್ತದೆ. ಈಗ ಬಹುಶಃ ಅದನ್ನು ಬೇರೆ............

ಶ್ರೀ ಟಿ. ಮರಿಯಪ್ಪ.—ಇನ್‌ಕಂಟ್ಯಾಕ್ಸ್' ಕೊಡಬೇಕಾದರೆ accrued profits ಮೇಲೆ ತಾನೆ ಕೊಡಬೇಕು!

ಶ್ರೀ ಎಸ್. ಗೋಪಾಲಗೌಡ.—ಇದರಲ್ಲಿ ಯಾವ ದಾಕ್ಷಿಣ್ಯವೂ ಇಲ್ಲದೆ ಈ ಪರಿಹಾರಕ್ಕೆ ಅವರಾದರೂ ಒಪ್ಪಿಕೊಳ್ಳುತ್ತಾರೆಂದು ತಿಳಿದುಕೊಂಡಿದ್ದೇನೆ. ಇದರಲ್ಲಿ ಒಂದು ವಿಷಯವಿದೆ. ಅದನ್ನು ಸರ್ಕಾರದವರು ಮರೆಯ ಬಾರದು. ಕಾಲದ ಗತಿಯನ್ನು ಮತ್ತು ತೀವ್ರತೆಯನ್ನು ಎಲ್ಲರೂ ಅರ್ಥ ಮಾಡಿಕೊಳ್ಳಬೇಕು ಬಂಡವಾಳಗಾರರಿಗೆ ಬಹು ಹಿಂದೆಯೇ ಇದು ಅರ್ಥವಾಗಿದೆ. ನಮಗೆ ತಾತ್ವಿಕವಾಗಿ, ಥಿಯೊರೆಟಿಕಲ್ ಆಗಿ ಗೊತ್ತಿರುವ ಹಾಗೆ the capitalist class is the only conscious class. ವರ್ಗದ ದೃಷ್ಟಿಯಿಂದ ನೋಡಿದರೆ ಎಲ್ಲೆಲ್ಲಿ ಏನಾಗುತ್ತಿದೆ ಎನ್ನುವುದು ಬಂಡವಾಳಗಾರರಿಗೆ ಚೆನ್ನಾಗಿ ಗೊತ್ತು. ಹಡಗು ವ್ಯಾಪಾರ ಮಾಡುವವರು, ಷೇರು ಮಾರ್ಕೆಟ್‌ನಲ್ಲಿ ವ್ಯವಹಾರ ಮಾಡುವವರು. ಮುಂತಾದವರಿಗೆ ಈ ವಿಷಯಗಳು ಚೆನ್ನಾಗಿ ತಿಳಿದಿರುತ್ತವೆ. ಆದರೆ ಅವರು ಯಾವಾಗಲೂ ತಮ್ಮ ವೃತ್ತಿಯನ್ನು, ತಮ್ಮ ಆಸ್ತಿಯನ್ನು, ತಮ್ಮ ಕೈಗಾರಿಕೆಯನ್ನು ಉತ್ತಮಪಡಿಸಿಕೊಳ್ಳುವುದಕ್ಕೆ ಬೇಕಾದಷ್ಟು ಹೊಡೆದಾಡುತ್ತಾರೆ. ಶ್ರೀಮಾನ್ ಇಮಾಂ ಅವರು ಕಾಂಪೆನ್ಸೇಷನ್ ಸ್ವಲ್ಪ ಜಾಸ್ತಿ ಕೊಡಿ ಎಂದು ಹೇಳಿದರು. ಈ ಕಂಪೆನಿಯಲ್ಲಿ ಅವರ ಷೇರುಗಳು ಇವೆಯೋ ಇಲ್ಲವೋ ಆ ವಿಷಯ ನನಗೆ ಗೊತ್ತಿಲ್ಲ. ಅವರ ಬೆನ್ನ ಹಿಂದೆ ನಾವು ಮಾತನಾಡಬಾರದು. ಕೋಳಿಯು ಯಾವಾಗಲೂ ತನ್ನ ಕಡೆಗೇ ಎಳೆದು ಕೊಳ್ಳುತ್ತದೆ. ಹಾಗೆಯೇ ಯಾವಾಗ ಬೀಗದ ಕೈಯನ್ನು ಸೊಂಟಕ್ಕೆ ಸಿಕ್ಕಿಸಿಕೊಳ್ಳುವುದಕ್ಕೆ ಷುರುವಾಗುತ್ತದೆಯೋ ಆಗ ಮನುಷ್ಯ ಸ್ವಲ್ಪ ಹುಷಾರಾಗುತ್ತಾನೆ. ಆದುದರಿಂದ ಇದ್ದುದರಲ್ಲಿ ಜಾಸ್ತಿ ಕೊಟ್ಟರೆ ಒಳ್ಳೆಯದೋ ಏನೋ ಎಂಬ ಭಾವನೆ ಬರುವುದು ಸಹಜ.

ಮುಂದೆ ಬರತಕ್ಕ ಮೈಸೂರು ಸಂಸ್ಥಾನದಲ್ಲಿ ಇದು ಮೊದಲನೆಯ ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡಿರತಕ್ಕ ಒಂದು ನಗರ. ಮುಂದೆ ಸರ್ಕಾರದವರು ಇತರ ಕಡೆಗಳಲ್ಲಿಯೂ ಸಹ ಹೀಗೆಯೇ ಮಾಡುವುದಕ್ಕೆ ಸಿದ್ಧರಾಗಿರಬೇಕಾಗುತ್ತದೆ. ಬೃಹತ್ ಮೈಸೂರಿನಲ್ಲಿ ಮುಂಬೈ ಜಿಲ್ಲೆಗಳನ್ನು ಬಿಟ್ಟರೆ ನಮ್ಮ ಸಂಸ್ಥಾನದಲ್ಲಿ ಕೆಲವು

(ಶ್ರೀ ಎಸ್. ಗೋಪಾಲಗೌಡ.)

ಕಂಪೆನಿಗಳಿವೆ. ಬಿ. ಟಿ. ಸಿ. ಯನ್ನು ಮೀರಿಸಿರತಕ್ಕ ಕೆಲವು ಕಂಪನಿಗಳಿವೆ. ಸಿ. ಪಿ. ಸಿ., ಗಜಾನನ, ಸಿ. ಕೆ. ಎಂ. ಎಸ್., ಶಂಕರ್ ಟ್ರಾನ್ಸ್‌ಪೋರ್ಟ್, ಹನುಮಾನ್, ಮುಂತಾದುವಿವೆ. ಆದುದರಿಂದ ಅನೇಕ ಕಂಪನಿಗಳಿವೆ. ಅವುಗಳನು ಕ್ರಮೇಣ ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡತಕ್ಕ ಹೆಜ್ಜೆಯನ್ನು ತೆಗೆದುಕೊಳ್ಳಬೇಕು. ಹೊಸ ರಾಜ್ಯ ಅಸ್ತಿತ್ವಕ್ಕೆ ಬರುವಾಗಲೇ ಇವುಗಳನ್ನು ತೆಗೆದುಕೊಳ್ಳಿ ಎಂದು ಹೇಳುತ್ತೇನೆ. ಸ್ವರಾಜ್ಯ ಬಂದು ಕಾಂಗ್ರೆಸ್ ಸರ್ಕಾರ ಬಂದ ಕೂಡಲೇ ಈ ರೀತಿ ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡಿದ್ದರೆ ಅದು ಒಳ್ಳೆಯ ಹೆಜ್ಜೆ ಎಂದು ಹೇಳುತ್ತಿದ್ದೆವು. ಆದರೆ ಈಗ ಹಳೆಯುದನ್ನು, ಕಳೆದು ಹೋಗಿರುವುದನ್ನು ಚಿಂತಿಸಿ ಫಲವಿಲ್ಲ. That zero hour which was lost for ever will never come in the life of this Country. ಆದುದರಿಂದ ಈ ದೃಷ್ಟಿಯೂ ಕೂಡ ಸರ್ಕಾರಕ್ಕೆ ಈ ಸಂದರ್ಭದಲ್ಲಿ ಇರಬೇಕಾದದ್ದು ಸೂಕ್ತವೆಂದು ನಾನು ಹೇಳುತ್ತೇನೆ.

ಇನ್ನು assets and liabilities ವಿಚಾರದಲ್ಲಿ ಸಭೆಯ ಮುಂದೆ ಏನನ್ನೂ ಇಟ್ಟಿಲ್ಲ. ನಮಗೆ ಗೊತ್ತಾಗಿರುವ ವದಂತಿ ಪ್ರಕಾರ ಅಸೆಟ್ಸ್ ತುಂಬ ಜಾಸ್ತಿ ಇವೆ. ಆದ್ದರಿಂದ ಅದನ್ನು ಕೊಟ್ಟಿಲ್ಲ. ಲಯಬಿಲಿಟೀಸ್ ಏನೂ ಇಲ್ಲವೆನ್ನುವ ರೀತಿಯಲ್ಲಿ ಸರ್ಕಾರಕ್ಕೆ ಅಭಿಪ್ರಾಯವಿದೆ ಎಂದು ಕಾಣುತ್ತದೆ. ಅದೇನೇ ಇರಲಿ, ಅದೀಗ ಅನಗತ್ಯ. ಜನರಿಗೆ ಅದು ಹೆಚ್ಚಗೆ ಬೇಕಾಗಿಲ್ಲ. ಅವರಿಗೆ ಬೇಕಾಗಿರುವುದು ಹೆಚ್ಚಿನ ಅನುಕೂಲ. ಬಿ. ಟಿ. ಸಿ. ಯು ನಿಜವಾಗಿಯೂ ಪ್ರಯಾಣಿಕರ ಸಂಚಾರಿಗಳ ಸೇವಕನಾಗಬೇಕು. It must be at their beck and call ಎಂಬಂತಾದರೆ ಆಗ ಸಾರ್ಥಕವಾಗುತ್ತದೆ. ಜನರು ಕೊಡತಕ್ಕ ಹಣಕ್ಕೆ ತಕ್ಕ ಸುಖ ಅವರಿಗೆ ಈಗ ದೊರೆಯುತ್ತಿಲ್ಲ. ನಾನು ಮುಂಬೈ, ಕಲ್ಕತ್ತ, ದೆಹಲಿ, ಮದರಾಸ್ ಮುಂತಾದ ಕಡೆ ಬಸ್ಸುಗಳಲ್ಲಿ ಓಡಾಡಿದ್ದೇನೆ. ಹೆಚ್ಚು ಅನುಕೂಲವಾಗಿರುವುವೆಂದರೆ ಮುಂಬೈ ಬಸ್ಸುಗಳು. ಅವರಿಂದ ಕಲಿಯುವುದು ಬೇಕಾದಷ್ಟಿದೆ, ಮೈಸೂರು ಸರ್ಕಾರದವರು ದೆಹಲಿಯಲ್ಲಿರುವುದು ಬಹಳ ಕೆಟ್ಟ ಸರ್ವೀಸ್ ಎಂದು ಹೇಳಬಹುದು. ಬಿ. ಟಿ. ಸಿ.ಯಲ್ಲಿ, ಕೆಲವು ಮಾರ್ಗಗಳಲ್ಲಿ 0—2—0, 0—2—6, ಕನಿಷ್ಠದರ (minimum rates) ಮಾಡಿಟ್ಟಿರುತ್ತಾರೆ. ಮಹಾರಾಣಿ ಕಾಲೇಜಿನಿಂದ ಹೊರಟು ಮಾವಳ್ಳಿ ಸರ್ಕಲ್‌ನಲ್ಲಿ ಇಳಿದರೆ 0—2—0, 0—2—6 ತೆರಬೇಕು. ಅದಕ್ಕೆ ಒಂದು ಮಿನಿಮಂ ಪಾಯಿಂಟ್ ಇಲ್ಲವೇ ಇಲ್ಲ. ದಾರಿಯಲ್ಲಿ 20 ಪಾಯಿಂಟ್‌ಗಳು ಇದ್ದರೂ ಸಹ ಮಿನಿಮಂ ಎಲ್ಲ ಕಡೆಗೂ ಒಂದೇ ಇದೆ. ಒಂದೊಂದು ಪಾಯಿಂಟಿಗೆ ಇಷ್ಟಿಷ್ಟು ಎಂದು ನಿಗದಿ ಮಾಡಿ ಪ್ರತಿ ಪಾಯಿಂಟಿಗೂ ಹೆಚ್ಚಿಸಿಕೊಂಡು ಹೋಗತಕ್ಕ ಪದ್ಧತಿ ಇರಬೇಕು. ಕನಿಷ್ಠದರ(minimum fare) 0—1—0 ಎಂದಿಟ್ಟುಕೊಳ್ಳಬಹುದು. ಈಗ ಹಣದ ಬೆಲೆ ಜಾಸ್ತಿಯಾಗಿರುವುದರಿಂದ ಅದಕ್ಕಿಂತ ಕಡಿಮೆ ದರವನ್ನು ಇಟ್ಟು ಕೊಳ್ಳುವುದಕ್ಕಾಗುವುದಿಲ್ಲವಾಗಿ ಕನಿಷ್ಠದರವನ್ನು 0—1—0 ಇಟ್ಟುಕೊಂಡು ಪ್ರತಿ ಪಾಯಿಂಟಿಗೂ ಅರ್ಧಾಣೆಯಂತೆ ಹೆಚ್ಚಿಸಿಕೊಂಡು ಹೋಗಬಹುದು. ಈಗ ಟಿಕೆಟ್‌ಗಳನ್ನು ಕೊಡುವ ವ್ಯವಸ್ಥೆ ಫೂಲ್ ಪ್ರೂಫ್ ಆಗಿಲ್ಲ. ಇದನ್ನು ಸರಿಪಡಿಸಬೇಕು. ಮತ್ತು ದರಗಳ ವಿಷಯದಲ್ಲಿ ಬಹಳ ಜಾಸ್ತಿ ಇದೆ. ಇತರ ಕಡೆಗಳಲ್ಲಿರುವ ದರಗಳಿಗೆ ಹೋಲಿಸಿ ನೋಡಿದರೆ 10—12 ಮೈಲಿ ಪ್ರಯಾಣಕ್ಕೆ 3—4 ಆಣೆಗಳನ್ನು ಕೊಡಬೇಕಾಗಿರುವಂಥ ಸಂದರ್ಭಗಳಿರುವಾಗ ಇಲ್ಲಿ ನೋಡಿದರೆ 6 ಆಣೆ, 8 ಆಣೆ ಕೊಡಬೇಕಾಗಿದೆ.

Sri H. SIDDAVEERAPPA.—These are matters of detail. We will provide for them in the Rules.

ಶ್ರೀ ಎಸ್. ಗೋಪಾಲಗೌಡ.—ಬಸ್ಸಿನಲ್ಲಿ ಪ್ರಯಾಣ ಮಾಡುವವನಿಗೆ ಟೈಂ ಪ್ರಕಾರ ಬಸ್ಸು ಬಂದರೆ ಒಳ್ಳೆಯದೆಂದು ಕಾಣುತ್ತದೆ. He is only concerned with what he pays and how many hours are lost at the bus stop. ಅಲ್ಲದೆ ಬಸ್ಸಿನಲ್ಲಿ ಹತ್ತಿ ಕುಳಿತುಕೊಂಡಮೇಲೆ ಮೈಮೇಲೆ ಎಷ್ಟು ಜನ ಬಿದ್ದು ಕೈಕಾಲು ತುಳಿಯುತ್ತಾರೆನ್ನುವುದೂ ಗೊತ್ತಾಗುವುದಿಲ್ಲ. ಹೀಗಿದೆ, ಈಗಿರುವ ಬಸ್ಸುಗಳಲ್ಲಿನ ಪ್ರಯಾಣ ಸೌಕರ್ಯ. The first thing is to get into the bus, to sit comfortably, pay as little as possible and reach his destination in time. ಅವನಿಗೆ ಬೇಕಾದದ್ದು ಇಷ್ಟು ಮಾತ್ರ. ಅವನಿಗೆ ಕೊಡುವ ಟಿಕೆಟ್ಟಿನ ಮೇಲೆ ಯಾರ ಮೊಹರು ಇದ್ದರೆ ಏನು? ಅವನಿಗೆ ಅದೆಲ್ಲ ಅಪ್ರಕೃತ. ಆದುದರಿಂದ ಈ ವಿವರಗಳೆಲ್ಲ ಬಹಳ ಮುಖ್ಯ. ಸರ್ಕಾರದವರು ಇದನ್ನೆಲ್ಲ ವಿಮರ್ಶೆ ಮಾಡಿಸಿಲ್ಲವೆಂದು ಕಾಣುತ್ತದೆ. ಒಟ್ಟಿನಲ್ಲಿ ಜನಗಳಿಗೆ ಹೆಚ್ಚಿನ ಅನುಕೂಲವಾಗುವ ಹಾಗೆ ಮಾಡಿಸಿಕೊಡುತ್ತಾರೆಂದು ನಂಬಿದ್ದೇನೆ.

ಇನ್ನೊಂದು ಅಂಶವಿದೆ. ಅದನ್ನೂ ಈ ಸಂದರ್ಭದಲ್ಲಿ ಹೇಳಬಹುದೆಂದು ಕಾಣುತ್ತದೆ. ರೋಡ್ ಟ್ರಾನ್ಸ್‌ಪೋರ್ಟಿನಲ್ಲಿ ಕೊಡುತ್ತಿರುವಷ್ಟು ಸಂಬಳಸಾರಿಗೆ ಬಿ.ಟಿ.ಸಿ.ಯಲ್ಲಿ ಕೊಡುತ್ತಿಲ್ಲವೆಂದು ತಿಳಿದುಬರುತ್ತದೆ. ಬಿ.ಟಿ.ಸಿ.ಯಲ್ಲಿ ಡ್ರೈವರಿಗೆ 40ರೂಪಾಯಿ ಸಂಬಳ ಕೊಡುತ್ತಾರೆ. ಅದೇ ರೋಡ್ ಟ್ರಾನ್ಸ್‌ಪೋರ್ಟಿನಲ್ಲಿ 45 ರೂಪಾಯಿ ಕೊಡುತ್ತಾರೆ. ಹಾಗೆಯೇ ಕಂಡಕ್ಟರುಗಳು ಮತ್ತು ಇತರರಿಗೂ ಇದೆ ಎಂದು ತಿಳಿದು ಬಂದಿದೆ. ಹಾಗೆಯೇ ಕೆಲಸಕ್ಕೆ ನೇಮಕ ಮಾಡಿಕೊಳ್ಳುವ ವಿಚಾರದಲ್ಲಿ ಪಬ್ಲಿಕ್ ಸರ್ವಿಸ್ ಕಮಿಷನ್ನಿಗೆ ಹೋಗಬೇಕೇ ಬೇಡವೇ ಎನ್ನುವ ಅಂಶ, ಕಾರ್ಪೊರೇಷನ್ ಮಾಡಬೇಕೇ ಅಥವಾ ಸರ್ಕಾರದವರು ಈಗ ನಡೆಸಿಕೊಂಡು ಹೋಗುತ್ತಿರುವ ರೀತಿಯಲ್ಲಿಯೇ ಹೋಗಬೇಕೇ ಎಂಬ ಅಂಶ, ಇವುಗಳ ವಿಚಾರವಾಗಿ ಒಂದೆರಡು ಮಾತುಗಳನು ಹೇಳಲು ಇಷ್ಟಪಡುತ್ತೇವೆ.

ನೌಕರರ ವಿಷಯದಲ್ಲಿ ಸರ್ಕಾರ ತನ್ನ ಧೋರಣೆಯನ್ನು ಸ್ಪಷ್ಟಮಾಡಿಕೊಂಡಿಲ್ಲ. ರಾಷ್ಟ್ರೀಕರಣ ಇತ್ಯಾದಿ ವಿಷಯದಲ್ಲಿ ಸರ್ಕಾರದವರ ಧೋರಣೆ ಎಷ್ಟು ಅಸ್ಪಷ್ಟವಾಗಿದೆಯೋ ನೌಕರರ ವಿಷಯದಲ್ಲಿಯೂ ಅಷ್ಟೇ ಅಸ್ಪಷ್ಟ ಮಾತ್ರವಲ್ಲ, ಖಾಸಗಿ ಬಂಡವಾಳಗಾರರಿಗಿಂತ 'ಕರ್ಜೂಸ್' ಎಂದು ಹೇಳಬಹುದು. ಕೆಲಸಗಾರನೇನಾದರೂ ಆಗಲಿ ತಾನು ಹಾಕಿರುವ ಬಂಡವಾಳ ವೃದ್ಧಿಯಾಗಿ ತಾನು ಸುಖವಾಗಿರುವುದಕ್ಕೆ ಬೇಕಾದ ಕೆಲಸ ಕಾರ್ಯಗಳನ್ನು ಮಾಡುವುದು, ಕೆಲಸಗಾರರೇನಾದರೂ ಹೆಚ್ಚುವರಿ ಬೇಡಿಕೆಗಳನ್ನು ಮುಂದಿಟ್ಟರೆ ಲಾಕ್‌ಔಟ್ ಮಾಡುವುದು, ಇಂಥವೆಲ್ಲ ಖಾಸಗಿ ಬಂಡವಾಳಗಾರನ ದೃಷ್ಟಿ, ಅವನಲ್ಲಿರುವ inherent qualities. ಕೂಲಿಗಾರನ ಆರ್ಥಿಕಾವಸ್ಥೆ ಏನಾದರೂ ಕೂಡ ಬಂಡವಾಳಗಾರ ತಾನು ಸಾಕಾದಷ್ಟು ಬಂಡವಾಳ ಹಾಕಿ ಅದನ್ನು ಬೆಳೆಸುತ್ತಾನೆ. ಲಾಕ್ ಔಟ್ ಮುಂತಾದುವು ಈಗ ಸರ್ಕಾರಕ್ಕೂ ಬಂದುಬಿಟ್ಟಿವೆ. ಸಾರ್ವತ್ರಿಕವಾಗಿ ರಿಟ್ರೆಂಚ್‌ಮೆಂಟ್, ನ್ಯಾಷನಲೈಸೇಷನ್, ಇತ್ಯಾದಿ ಹೆಸರಿನಲ್ಲಿ ಸಾವಿರಾರು

ಜನರನ್ನು ಹೊರಕ್ಕೆ ಹಾಕುವುದು ಸಾಮಾನ್ಯವಾಗಿದೆ. ಖಾಸಗೀ ಮನುಷ್ಯನ ಹತ್ತಿರಬೇಕಾದರೆ ಅವನಿಗೆ ಸಲಾಂ ಹೊಡೆದು, ಅಹವಾಲನ್ನು ಹೇಳಿಕೊಳ್ಳಬಹುದು. ಆದರೆ ಅದೇ ಸರ್ಕಾರದಲ್ಲಿ ಏನಾದರೂ ಆಗಬೇಕಾಗಿದ್ದರೆ ಒಂದು ಕಮಿಟಿಯನ್ನೋ ಅಥವಾ ಟ್ರಿಬ್ಯೂನಲ್ಲನ್ನೋ ನೇಮಕಮಾಡಬಹುದು ಎಂದಿರುತ್ತದೆ. ಸಾಮಾನ್ಯವಾಗಿ ಯಾವುದನ್ನೂ ಮಾಡುವುದಿಲ್ಲ. ಆಕ್ಟಿನಲ್ಲಿ 'may' ಎಂದು ಇದೆ. 'shall' ಎಂದು ಇದ್ದಿದ್ದರೆ ಖಂಡಿತವಾಗಿ ಮಾಡುತ್ತಿದ್ದರು. 'never may' ಎಂಬಂತೆ 'may' ಎಂಬ ಶಬ್ದದ ಅರ್ಥವನ್ನು ಮಾಡುವುದಿಲ್ಲವೆನ್ನುವ ಅರ್ಥಮಾಡಿ ಉಪಯೋಗಿಸುತ್ತಾರೆ.

5 P. M.

ಆದ್ದರಿಂದ ಸಣ್ಣ ಕೆಲಸಗಾರರ ವಿಷಯದಲ್ಲಿ ಸರ್ಕಾರ ಮಾದರಿಯಾಗಿರಬೇಕು, ಸಹಾನುಭೂತಿಯುಳ್ಳವರಾಗಿರಬೇಕು, ಇಲ್ಲದಿದ್ದರೆ ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡುವುದಕ್ಕೆ ಮತ್ತು ಸರ್ಕಾರ ಹೆಚ್ಚಿನ ಉದ್ಯಮಗಳನ್ನು ನಡೆಸಿಕೊಂಡು ಹೋಗಿ ಕೈಗಾರಿಕೆಗಳನ್ನು ಹೆಚ್ಚು ಹೆಚ್ಚಾಗಿ ತೆರೆದು ದೇಶದ ಅಭಿವೃದ್ಧಿಯನ್ನು ಮಾಡುವುದಕ್ಕೆ ಸಾಧ್ಯವಾಗುವುದಿಲ್ಲ. ಏಕೆಂದರೆ ಪ್ರತಿದಿವಸವೂ ಕಾರ್ಯಕರ್ತರಿಗೂ ಮಾಲೀಕರಿಗೂ ಒಂದು ಅಂತರ ಯುದ್ಧ ನಡೆಯುತ್ತಲೇ ಇರುತ್ತದೆ. ಮಾನಸಿಕವಾದ ತೊಂದರೆಯಿದ್ದರೆ ಸಹಕರಿಸಿ ದುಡಿಯುವುದಕ್ಕೆ ಸಾಧ್ಯವಾಗುವುದಿಲ್ಲ. ಈ ದಿವಸ ಕೆಲಸಗಾರರು ಕೇಳುವುದು ಮಿನಿಮಂ ವೇಜಸ್ ಸರಿಯಾಗಿ ನಿಗದಿಮಾಡಬೇಕು, 8 ಗಂಟೆ ಕೆಲಸವಿರಬೇಕು, ರಜಾ ಸೌಲಭ್ಯವಿರಬೇಕು ಇತ್ಯಾದಿಗಳಿಗೆ ತಕ್ಕ ಗಮನಕೊಡಬೇಕು. ನನಗೆ ಗೊತ್ತಿರುವ ಹಾಗೆ ಬಿ.ಟಿ.ಸಿ.ಯಲ್ಲಿ ಈಗ ಇನ್ಷೂರೆನ್ಸ್ ಸ್ಕೀಂ ಮಾಡಿಲ್ಲವೆಂದು ಹೇಳಿದ್ದಾರೆ. ಕೆಲಸಗಾರರಿಗೂ ಇನ್ಷೂರೆನ್ಸ್ ಸ್ಕೀಂ ಮಾಡಬೇಕಾದದ್ದು ನಿಜವಾಗಿಯೂ ಅಗತ್ಯ. ಮೂರು ಇನ್‌ಕ್ರಿಮೆಂಟು ಕೊಡಬೇಕಾದವನ್ನು ಕೊಟ್ಟಿಲ್ಲವೆಂದು ಕೇಳಿದೆ. ಗ್ರ್ಯಾಚುಯಿಟಿ, ಪ್ರಾವಿಡೆಂಟ್ ಫಂಡ್, ಬೋನಸ್ ಕೊಡುವ ಬಗ್ಗೆ ಅವರಿಗೆ ಹೆಚ್ಚಿನ ಅನುಕೂಲವಾಗಬೇಕೆಂಬುದು ನನ್ನ ಅಭಿಪ್ರಾಯ. ಕೆಲಸಗಾರರ ವಿಷಯಕ್ಕೆ ಸಂಬಂಧಪಟ್ಟ ಕಾನೂನಿನಲ್ಲಿರುವ ಸೌಲಭ್ಯಗಳನ್ನೊದಗಿಸಿ ಆ ಕಾನೂನನ್ನು ಮಾನ್ಯಮಾಡುವ ಮನೋಭಾವ ಸರ್ಕಾರಕ್ಕಿಲ್ಲ. ಅದಕ್ಕೆ ವಿರೋಧವಾಗಿ ಹೋಗಿ, ತಮಗೆ ಗೊತ್ತಿಲ್ಲವೆಂದು ಸರ್ಕಾರದವರು ಉತ್ತರ ಕೊಡುತ್ತಾರೆ. ಲೇಬರ್ ಇಲಾಖೆ ಪತ್ರವ್ಯವಹಾರ ನೋಡಿದರೆ ಅದು ಗೊತ್ತಾಗುತ್ತದೆ. ರೆವೆನ್ಯೂ ಮನೋಭಾವ ಬೇಡ. ಕೈಗಾರಿಕಾ ಸಂಸ್ಥೆ ಮತ್ತು ಇಂಥ ಇಲಾಖೆಗಳಲ್ಲಿ ಶ್ಯಾನುಭೋಗರು ಕಡತ ಕಟ್ಟಿಟ್ಟು ಇಲ್ಲವೆಂದು ಹೇಳುವಂತೆ ಒಂದು ಮನೋಭಾವ ತೋರಿಸುವುದು ಬೇಡ. ಇದರಲ್ಲಿ ಒಂದು ಹೊಸ ಮನೋಭಾವ ತೋರಿಸಿ ಕಾರ್ಯದಲ್ಲಿ ಹೊಂದಿಕೊಂಡು ಹೋಗುವುದಾದರೆ ಕೆಲಸಗಾರ ಪ್ರಮುಖಪಾತ್ರ ವಹಿಸುವುದಕ್ಕೂ ಕಾರ್ಯ ಸುಗಮವಾಗಿ ಆಗುವುದಕ್ಕೂ ಸಾಧ್ಯವಾಗುತ್ತದೆ. ಇದಕ್ಕೆ, ಶ್ರೀ ಮುಲ್ಕ ಗೋವಿಂದ ರೆಡ್ಡಿಯವರು ಹೇಳಿರುವ ಹಾಗೆ, ಕಾರ್ಪೊರೇಷನ್ ಅಥವಾ ಯಾವುದೇ ಬಾಡಿ ಕಾನ್‌ಸ್ಟಿಟ್ಯೂಟ್ ಮಾಡಿದರೂ ಅದರಲ್ಲಿ ಉಪಯೋಗಿಸುವವರಿಗೂ, ದುಡಿಯುವ ಕೆಲಸಗಾರರಿಗೂ, ಸರ್ಕಾರದ ಕಡೆಯುವರಿಗೂ ಪ್ರಾತಿನಿಧ್ಯವಿರಬೇಕು. ಹೀಗೆ ಮೂರು ಕಡೆಯವರೂ ಇದ್ದು ವಿಹಿತವಾಗಿ ನಡೆಸಬೇಕು. ಇದೇ ಸಂದರ್ಭದಲ್ಲಿ ಒಂದು ಎಚ್ಚರಿಕೆ ಕೊಡಬೇಕಾಗಿದೆ. ನಿಮ್ಮವರಿಗೇ ಕೊಡುವುದನ್ನು ಕೈಬಿಡಬೇಕು, ಸದಾಕಾಲಕ್ಕೂ ವರ್ಜ್ಯ ಎಂದು ಹೇಳುವ ಹಾಗೆ ಬಿಡಬೇಕು. ದೇಶದ ಹಿತದೃಷ್ಟಿಯಿಂದ ಮತ್ತು ನಿಮ್ಮ ಹಿತದೃಷ್ಟಿಯಿಂದ ಕೂಡ ಅದನ್ನು ಬಿಟ್ಟೇ ಬಿಡಬೇಕು. ಸಾಧ್ಯವಾದ ಮಟ್ಟಿಗೂ ಪಾರ್ಟಿ ಪಕ್ಷಗಳಿಗೆ ಸಂಬಂಧ ಪಡದೆ ಇರಬೇಕು. ಮೆಕ್ಯಾನಿಕಲ್ ವಿಷಯಗಳಲ್ಲಿ ತಜ್ಞತೆ, ದಕ್ಷತೆ ಪಡೆದಿರುವವರಿಗೆ, ಕೈಗಾರಿಕೆ ವಿಷಯದಲ್ಲಿ ಮಾಹಿತಿ ಪಡೆದಿರುವವರಿಗೆ, ಸತ್ಯವಾಗಿ ನಡೆಯುವರಿಗೆ ಸ್ಥಾನ ಮೀಸಲಾಗಿಟ್ಟು ಅಂಥವರನ್ನು ಆರಿಸಿ ಹಾಕಬೇಕು. ಅಂಥವರಿಗೆ ನಮ್ಮ ದೇಶದಲ್ಲಿ ಅಭಾವವೇನೂ ಇಲ್ಲ. ನಮ್ಮವರೇ ಇರಬೇಕು, ಇದ್ದರೆ ಕ್ಷೇಮ, ಬೇಕಾದಾಗ ತೆಗೆಯಬಹುದು, ಹಾಕಬಹುದು ಎಂದು ಹೇಳಿದರೆ ಕಷ್ಟ. ತಪ್ಪುಮಾಡಿದವರಿಗೆ ಶಿಕ್ಷೆಯಿದ್ದೇ ಇದೆ. ಕಾರ್ಪೊರೇಷನ್ ಮಾಡಲಿ ಅಥವಾ ಬೇರೆ ಬಾಡಿ ಮಾಡಲಿ ರೆಕ್ರೂಟ್‌ಮೆಂಟ್ ಇತ್ಯಾದಿ ವಿಷಯಗಳಲ್ಲಿ ಒಂದು ಸದ್ಭಾವನೆಯಿಂದ ನಾನು ಹೇಳಿದಂತೆ ಮಾಡದಿದ್ದರೆ ಸಾರ್ಥಕವಾಗುವುದಿಲ್ಲ, ಕೆಟ್ಟಹೆಸರು ಬರಲು ಅವಕಾಶವಾಗುತ್ತದೆ ಮತ್ತು ಇದರಲ್ಲಿ ಅನೇಕ ಲೋಪದೋಷಗಳುಂಟಾಗಿ ಉದ್ದೇಶ ವ್ಯರ್ಥವಾಗಿ ಹೋಗುತ್ತದೆ. ಆದ್ದರಿಂದ ಈ ಮಾತನ್ನು ಕೂಡ ನಾನು ಈ ಸಂದರ್ಭದಲ್ಲಿ ಹೇಳುತ್ತೇನೆ. ಇಷ್ಟು ಹೇಳಿ ಈ ಮಸೂದೆ ಹೆಚ್ಚು ಹೆಚ್ಚಾಗಿ ಎಲ್ಲ ಖಾಸಗಿ ಬಂಡವಾಳಗಳ ರಾಷ್ಟ್ರೀಕರಣಕ್ಕೆ, ಮತ್ತು ಮುಖ್ಯವಾಗಿ ಹೊರದೇಶದ ಬಂಡವಾಳದ ಶೀಘ್ರವಾದ ರಾಷ್ಟ್ರೀಕರಣಕ್ಕೆ, ಒಂದು ಬುನಾದಿಯಾಗುತ್ತದೆಂದು ಹಾರೈಸಿ ಈ ಮಸೂದೆಗೆ ನನ್ನ ಬೆಂಬಲವನ್ನು ಕೊಡುತ್ತೇನೆ.

ಶ್ರೀ ಡಿ. ವೆಂಕಟೇಶ್ (ಗಾಂಧಿನಗರ).—ಈ ಮಸೂದೆಯನ್ನು ಸ್ವಾಗತಿಸಿ ಎರಡು ಮಾತುಗಳನ್ನಾಡಬೇಕೆಂದಿದ್ದೇನೆ. ಈಗ ಖಾಸಗಿ ಬಂಡವಾಳದಿಂದ ನಡೆಯುತ್ತಿರುವುದನ್ನು ತಪ್ಪಿಸಿ ಸಂಪೂರ್ಣವಾಗಿ ರಾಷ್ಟ್ರದ ಬಂಡವಾಳದಿಂದ ನಡೆಸಬೇಕೆಂದು ತಂದಿರುವ ಈ ಮಸೂದೆಯಿಂದ ದೇಶದ ಜನರಿಗಾಗಲಿ ಅಥವಾ ಕೆಲಸಗಾರರಿಗಾಗಲಿ ತೊಂದರೆಯಾಗಲಾರದು, ಅನುಕೂಲವಾಗುತ್ತದೆ ಎಂದು ನಾನು ತಿಳಿದುಕೊಂಡಿದ್ದೇನೆ. ಈ ಸಂಬಂಧದಲ್ಲಿ ಬರುವ ಆದಾಯ ಮತ್ತು ಲಾಭ ಈ ದಿವಸ ಬಂಡವಾಳಗಾರರಿಗೆ ಹೋಗುತ್ತಿರುವುದನ್ನು ತಪ್ಪಿಸಿ ಅದು ದೇಶದ ಜನರಿಗೆ ಸಲ್ಲುವಂತೆ ಮಾಡಬೇಕೆಂಬ ದೃಷ್ಟಿಯಿಂದ ಈ ಮಸೂದೆಯು ತರಲ್ಪಟ್ಟಿದೆಯೆಂದು ನಾನು ತಿಳಿದುಕೊಂಡು ಬೆಂಬಲ ಕೊಡುತ್ತೇನೆ. ಅಲ್ಲದೆ ಖಾಸಗಿ ಬಂಡವಾಳವನ್ನು ಹೋಗಲಾಡಿಸಿ ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡುವುದರಿಂದ ಸರ್ಕಾರವೇ ಬಂಡವಾಳಶಾಹಿಯಾಗಿ ಆಗವ ಉದ್ದೇಶವಿದ್ದರೆ ಅದು ಸರಿಯಾದುದಲ್ಲ.

ಮೂರನೆಯ ಸೆಕ್ಷನ್‌ನಲ್ಲಿ ತೆರಿಗೆಗಳನ್ನು ಕೊಡುವ ವಿಚಾರವಿದೆ. ಅದರ ಪ್ರಕಾರ ಪ್ರಾಫಿಟ್ಸ್ ಮೇಲೆ ಕ್ಯಾಷ್‌ವ್ಯಾಲ್ಯೂ ಕ್ಯಾರಿಓವರ್ ಮಾಡುವ ಪರಿಸ್ಥಿತಿಯಿರುವ ಒಂದು ಸಂದರ್ಭವಿದೆಯೆಂಬ ಅಭಿಪ್ರಾಯವಿದೆ. ನಾಲ್ಕನೆಯ ಸೆಕ್ಷನ್ ಪ್ರಕಾರ ಕಾಂಪೆನ್‌ಸೇಷನ್ ಕೊಡುವುದನ್ನು ನೋಡಿದರೆ ಬಹಳ ಧಾರಳವಾಗಿಲ್ಲದಿದ್ದರೂ ನಿರೀಕ್ಷಿಸುವುದಕ್ಕಿಂತ ಉತ್ತಮವಾಗಿ ಕಂಪೆನ್ಸೇಷನ್ ಕೊಡುತ್ತಿದ್ದಾರೆ. ಬಂಡವಾಳವೇನು, ಅದರಮೇಲೆ ಬರಬೇಕಾದ ಉತ್ಪತ್ತಿ, ಈಗ ಬಂದಿರುವುದು, ಸ್ಥಿರಆಸ್ತಿ, ಅಸೆಟ್ಸ್ ಇವುಗಳನ್ನು ತೆಗೆದುಕೊಂಡು ರಿಸರ್ವ್ ಲೆಕ್ಕಾಚಾರಮಾಡಿ, ಸತ್ಯಾಂಶವನ್ನರಿತು ಆಮೇಲೆ ಕಾಂಪೆನ್ಸೇಷನ್ ನಿಗದಿ ಮಾಡಿದರೆ ಎಂಟು ಲಕ್ಷ ರೂಪಾಯಿ ಕಡಿಮೆ ಬರುತ್ತದೆಂದು ಈ ವಿಚಾರದಲ್ಲಿ ಮೇಲ್ಕಂಡ ವಿವರಗಳ ರೀತಿಯಾಗಿ ಒಪ್ಪಿಕೊಳ್ಳಬೇಕಾಗಿದೆ. ಆದರೂ ಕೂಡ ನ್ಯಾಯದೃಷ್ಟಿ

(ಶ್ರೀ ಡಿ. ವೆಂಕಟೇಶ್)

ಯಿಂದ ಮುಂದೆ ಸರಿಯಾದ ಕಾಂಪೆನ್ಸೇಷನ್ ಕೊಟ್ಟಿಲ್ಲವೆಂಬ ಒಂದು ಮನೋಭಾವನೆ ಬಾರದಿರಬೇಕೆಂದು ಬಿಸಿಜನರ್ ಷೇರ್‌ವ್ಯಾಲ್ಯು ಮತ್ತು ಅದಕ್ಕಿರುವ ಹೆಚ್ಚಿನ ಬೆಲೆ ಇವೆರಡನ್ನೂ ಗಣನೆಗೆ ತೆಗೆದುಕೊಂಡು ಅವರೇಜ್ ಲೆಕ್ಕಹಾಕಿ ಅದರ ಮೇಲೆ ಪರಿಹಾರ ನಿಗದಿ ಮಾಡಿರುತ್ತಾರೆ. 3ನೆಯ ಸೆಕ್ಷನ್ ಪ್ರಕಾರ ತೆರಿಗೆ ಕೊಡುವುದಾದರೆ ಇನ್ನೂ 3ಲಕ್ಷ ರೂಪಾಯಿ ಕೊಡಬೇಕಾಗುತ್ತದೆ. ಆಗ 17 ಅಥವಾ 18 ಲಕ್ಷ ರೂಪಾಯಾಗುತ್ತದೆ. ಹಾಗಾದರೆ ಸೆಂಟ್ ಪರ್ಸೆಂಟ್ ಈಗಿನ ಮಾರ್ಕೆಟ್ ವ್ಯಾಲ್ಯು ನಾವು ಕೊಟ್ಟ ಹಾಗಾಗುತ್ತದೆ. ಅದು ಸರಿಯಲ್ಲ ಎಂದು ಹೇಳುವುದು ಧರ್ಮವಾಗಿದೆ.

3ನೆಯ ಸೆಕ್ಷನ್ 5ನೆಯ ಪ್ರಾವಿಸೋದಲ್ಲಿ ಹೀಗೆ ಹೇಳಿದೆ —"The liabilities on account of pensions, gratuities and other payments to be made to any officer or employee of the Company" ಯಾವ ಕೆಲಸಗಾರನು ಸರ್ಕಾರ ಕಂಪೆನಿಯ ಆಡಳಿತ ವಹಿಸಿಕೊಂಡ ಮೇಲೆ ಕೆಲಸದಲ್ಲಿ ಮುಂದುವರಿಯದೆ ಹೊರಗೆ ಉಳಿಯುತ್ತಾನೋ ಅಂಥವನ ಜವಾಬ್ದಾರಿಯನ್ನು ಕಂಪನಿ ವಹಿಸಿಕೊಳ್ಳಬೇಕೆಂದು ಹೇಳಿದೆ. 8ನೆಯ ವಿಧಿಯಲ್ಲಿ "as from the vesting date" ಎಂದು ಹೇಳಿದೆ. ಅದರ ಪ್ರಕಾರ ಆ ತಾರೀಖಿನಿಂದ ಅವರಿಗಿರುವ ಅನುಕೂಲ, ಸರ್ವಿಸ್ ಕಂಡೀಷನ್ ಮುಂತಾದುವುಗಳ ಜವಾಬ್ದಾರಿಯನ್ನು ಸರ್ಕಾರ ವಹಿಸಿಕೊಳ್ಳಬೇಕಾಗುತ್ತದೆ. ಆದರೆ ಹಿಂದಿನ ಸರ್ವಿಸ್ ಆ ತಾರೀಖಿನಲ್ಲಿ ಏನಾಗುತ್ತದೋ ಅದನ್ನು ಗಣನೆಗೆ ತೆಗೆದುಕೊಳ್ಳುವರೋ ಅಥವಾ ಇಲ್ಲವೋ ಎಂಬ ಅನುಮಾನವಿದೆ, ಹಿಂದಿನ ಸರ್ವಿಸ್ ಗಣನೆಗೆ ತೆಗೆದುಕೊಳ್ಳಬೇಕಾದದ್ದು ಆವಶ್ಯಕ. ಕೆಲಸಗಾರರಿಗಿದ್ದ ಸೌಲಭ್ಯಕ್ಕೆ ಬಾಧಕವುಂಟಾಗಬಾರದು, ಸರ್ಕಾರದ ಆಡಳಿತಕ್ಕೆ ಬಂದ ಮೇಲೆ ಅವರು ಒಂದು ತಪ್ಪು ಮಾಡಿರುವುದಾಗಿ ಆಪಾದನೆ ಬಂದರೆ ಅದನ್ನು ಇಗ್ನೋರ್ ಮಾಡುವುದಕ್ಕಾಗಲಿ ಅಥವಾ ಅಲ್ಟ್ರಾ ವೈರ್ಸ್ ತೀರ್ಮಾನ ಮಾಡುವುದಕ್ಕಾಗಲಿ ಅವಕಾಶ ವಿರಬಾರದು. ಹಿಂದಿನ ಸರ್ವಿಸ್ ಲೆಕ್ಕಕ್ಕೆ ತೆಗೆದುಕೊಂಡು ಅದಕ್ಕೆ ನ್ಯಾಯವಾಗಿ ದೊರೆಯಬೇಕಾದ ಅನುಕೂಲತೆ ನೀಡುವುದಾದರೆ ಪ್ರಾವಿಸೋದಿಂದ ತೊಂದರೆಯಿಲ್ಲ, ಹಿಂದಿನ ಸರ್ವಿಸ್ಸಿಗೆ ಕಾನೂನು ಪ್ರಕಾರ ಪ್ರಾಶಸ್ತ್ಯ ಕೊಡಬೇಕು. 3ನೆಯ ಸೆಕ್ಷನ್ 5ನೆಯ ವಿಧಿಯಲ್ಲಿ ಹೇಳಿರುವಂತೆ ಸೌಲಭ್ಯವನ್ನು 8ನೆಯ ಸೆಕ್ಷನ್ ಪ್ರಕಾರ ಕೊಡುವುದಿಲ್ಲವೆಂದು ತೀರ್ಮಾನ ಮಾಡಿದರೆ ಕೆಲಸಗಾರರಿಗೆ ತಾಪತ್ರಯ ಬರುತ್ತದೆ. ಆ ರೀತಿಯಾಗದಂತೆ ನೋಡಿಕೊಳ್ಳಬೇಕು. ಏಕೆಂದರೆ ಕಾನೂನು ಆಧಾರದ ಮೇಲೆ ಯಾವ ರೀತಿ ಬೇಕಾದರೂ ವಾದ ಮಾಡಬಹುದು. ಸರಿಯಾದ ಇಂಟರ್‌ಪ್ರಿಟೇಷನ್ ಕೊಡದಿದ್ದರೆ ಅನಾನುಕೂಲವಾಗುತ್ತದೆ. ಹಾಗಾಗಲು ಅವಕಾಶ ಕೊಡಬಾರದು.

9ನೆಯ ಸೆಕ್ಷನ್ ಇರುವುದು ಬಹಳ ಸೂಕ್ತವಾಗಿದೆ. ಈಗ ಒಂದು ಆರೋಪ ಬಂದಿದೆ, ಆ ರೀತಿಯಾಗಿ ನಡೆದಿದೆಯೆಂದು ಹೇಳುವುದಿಲ್ಲ, ಹಾಗಾಗುವುದಕ್ಕೆ ಅವಕಾಶವಿದೆ. ಹಳೆಯ ಛಾಸಿಸ್ ಹೊಸ ಛಾಸಿಸ್ ಎಂದು ತೋರಿಸುವುದಕ್ಕೆ ಸಾಧ್ಯವಿದೆ. ರೇಡಿಯೇಟರ್ ಹೊಸದನ್ನು ತೆಗೆದು ಹಳೆಯದನ್ನು ಹಾಕಿ ಹೊಸದಿರುವ ಹಾಗೆ ಮಾಡಬಹುದು, ಸ್ಪೀಡೋಮೀಟರುಗಳನ್ನು ಬಸ್ಸಿನಿಂದಲೇ ತೆಗೆಯಬಹುದು ಮತ್ತು ಇತರ ಭಾಗಗಳನ್ನು ತೆಗೆದು ಹೊಸ ಬಸ್ಸಿರುವಂತೆ ಕಾಣುವ ಹಾಗೆ ಮಾಡಬಹುದು. ಹಾಗೆ ಮಾಡಿದರೆ 9ನೆಯ ಸೆಕ್ಷನ್ ಪ್ರಕಾರ ಕ್ರಮ ಕೈಗೊಳ್ಳಲು ಅವಕಾಶವಿರುವುದು ಬಹಳ ಸೂಕ್ತವಾಗಿದೆ. ಇಷ್ಟು ಹೇಳಿ ನನಗೆ ಮಾತನಾಡಲು ಅವಕಾಶ ಕೊಟ್ಟಿದ್ದಕ್ಕಾಗಿ ವಂದಿಸುತ್ತೇನೆ.

*Sri H. SIDDAVEERAPPA.—Sir, I have heard with great attention to the speeches of the Hon'ble Members. I sincerely thank one and all belonging to both sides of the House who have given their unqualified support so far as the Bill is concerned. I note it is a very important measure which in the normal course of business of this House would have taken much more time than what has really been taken. I have also followed with great interest several remarks made by the Hon'ble Members. I shall be failing in my duty if I do not answer the best of my abilities the various points raised especially in view of the fact that the Bill is not proposed to be referred to a Select Committee. I shall refer to the salient points that have been raised by several members.

The Hon'ble the Leader of the Opposition Sri Mohamed Imam, said that there should be no room for favouritism with regard to the management. I shall tell him that even with regard to recruitment of the personnel, as soon as it becomes a public concern, we have to follow certain principles, although the Public Service Commission as such makes appointments. We cannot create any monopoly. We can create only one monopoly, namely, those that are efficient and who have got requisite qualification will find employment. Keeping that as the prime factor there is nothing wrong in giving an opportunity to a man to work in the public concern. But recruitment as such is exclusively within the discretion of Unit Officers who, so far as I am aware, have not given room for any complaint that any discrimination has been made. I, therefore, shall bear in mind the principle that was brought to the notice of the Government and see that no room is given for any kind of complaint.

The other point raised by Sri Imam was with regard to setting up of a Corporation. In that connection Sri K. Pattabhiraman stated that it will affect income-tax and various other things. I have very carefully examined

the position regarding the formation of this Corporation. Taking an overall picture, the formation of a Corporation would be more advantageous. As to how it will have to be set up and various other things, are matters that can be followed by the precedents we have got elsewhere. For a successful working of an organisation like this where increased responsibility will accrue from 1st November, 1956 it is better there is an autonomous body based more or less on the one we have at Bhadravati, *viz.*, Mysore Iron and Steel Works. Here, without going through the various procedures, as have been laid down in various other cases, things are done expeditiously and swiftly, having in view the overall interest of the concern. We have examined with carefully. There is also one other reason every point which we have to agree. If a thing is good for the entire India, I do not see any reason why it is bad for us. There is no harm in forming a Corporation. Here there is a unique advantage, in that the capital formation will be easy. Regarding the management, we can have our own control provided certain conditions are fulfilled. Therefore I am indeed thankful to the House for having agreed to the formation of a Corporation. In fact there is already a Corporation in Bombay for transport and we have written to the Government of Bombay and also the Government of India that we want to follow the set up of that Corporation and if possible—I do not know how it is possible because we are racing against time—we want to take the Bombay Transport System as a running concern by forming a Corporation in Mysore within the end of October. If this is not possible we have to see that it is done as early as possible.

Regarding compensation which has received both approbation and reprobation in a way, I stand in a very difficult position. Nevertheless, I cannot shirk from my responsibility. There is no use of standing on izzath or stating dogmatically our limitations, if certain facts are brought to my notice from any quarter. If I can take the House into my confidence, I may state that I have examined the question thoroughly.

Sri Mulka Govinda Reddy stated that I have not disclosed the assets and liabilities of the Company. But I can tell him that I have no objection to take into confidence any member. I have got records to show that every item of assets and liability has been examined not by my officers only, but by an officer specially deputed by the Government of India. I may assure him that, if at all I have not shown him the assets, I have only taken them in a very, very conservative manner. So far as this is concerned, when I examined the question of compensation, I had in my mind the preliminary balance-sheet as disclosed by the Company when this question was taken up. The preliminary balance-sheet disclosed that a provision for income-tax had also been made. I also find from the various other statements that were given to me, that provision was made for income-tax for the year 1954-55. I also knew that they had made certain loans by way of advance for payment of income-tax for the year 1954-55. I had that in view and I thought that the Company would be bound to pay the income-tax for the year 1955-56 and up to the date of the vesting. After the question was raised by Hon'ble Sri T. Mariappa and also after looking into the amendment that was given notice of by the Hon'ble Member Sri D. Devaraj Urs, I examined the question with an open mind. I found that, so far as this is concerned, as the rule now stands, the Company will have to pay from the total amount of compensation that has now been proposed to be paid under clause 4. No one can profess what the amount would be, but we can guess, from the previous figures, that it may be anywhere in the order of not less than Rs. 2 lakhs. It may be—I again repeat this subject to correction—as things now stand, out of the compensation that will have to be paid to them, the Company will have to be called upon to pay the income-tax that becomes payable from April 1955 onwards up to the date of the vesting. I have very carefully examined this. Although

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there was a suggestion made and effectively brought to my notice that that portion of it, namely, proviso to clause 3, sub-clause 2 (c), the liabilities of the Company in respect of taxation have to be deleted. Taking an overall picture, it may not be right to delete that clause at all. I have already made one thing very clear and that is, whatever we decide here should not smack of what is called expropriation. During the course of the debate, some friends suggested, 'You pay the face value and be done with it'. There may be some force in it. It all depends upon the angle of vision or the ideology from which we look at it. We should not forget that as long as there is an industrial policy followed by the Government of India, as long as there is a policy that has been followed by the Planning Commission, namely, that private sector should not be killed, As the Hon'ble Sri Gopala Gowda put it—don't kill the goose that lays the golden eggs ; after all the eggs so laid are consumed by us and not the goose private capital should exist. If you agree that private capital should exist, it will have to be allowed to play its own part. But so long the private capital exists we should not do any harm to it. The policy we follow here will be watched with great interest in every investing market. We take the lion's share and give something to them. I have examined and found that in case they are made to pay the income-tax out of the proposed compensation, it may work as a very great hardship. Therefore I have been myself thinking as to what to do. I have examined it in great detail. If the House approves I want to make a suitable modification by way of an amendment at the proper time. But it is enough to say that when this question was brought to my notice it was very difficult for me to brush aside or ignore the points raised, namely, that once I take it as a running concern there is no plausible argument to ask those people to part with the compensation amount and pay income-tax. Therefore at the appropriate time I propose to make a suitable amendment. But I will not agree for deleting the clause for the simple reason that I do not want to get into their hands and make them escape from all liabilities. That is so far as the question of compensation is concerned.

Then, Sir, a question was raised as to whom I should pay this money. I want to make it clear that the Bangalore Transport Company cannot run away. The Bangalore Transport Company will have to remain in existence until and unless they discharge all the liabilities that are thrown on them. According to the provisions of this Bill they will have to tender accounts, they will have to do certain things. If a company has to die, its death must only be according to the provisions of the Companies Act.

5-30 P.M

There are certain provisions for it. If they want to do it, they cannot run away with the money and say, " we do not discharge our liabilities ". They have to answer the various points that may arise I hope they will not arise. The Company has to exist. Any money that is to be paid under the provisions of this Act will be only to the Company and not to the shareholders.

SRI T. MARIAPPA.—In clause 4, some Hon'ble Members raised some doubts. If you add one words 'to the Company', it will be clear. All other clauses are self-explanatory. But here, it is necessary to add these words.

SRI H. SIDDAVEERAPPA.—If Hon'ble Members want clarification on that point, I have no objection to accept the verbal amendment if an amendment is moved. If any Hon'ble Member gives an amendment to that effect, I am prepared to concede that.

Then, my friend from Chitaldrug said that clause 6 is a very important clause. I agree with him. He further added that there may be certain shady transactions. I think the Hon'ble Member, Sri Pattabhiraman, also alluded to that point and said that on account of some doubt lingering somewhere in the mind of the Government, clause 9 relating to dissipation of assets has been put in. But I would like to disabuse their mind on that point. There are analogous provisions in

various other Acts where Bills relating to nationalisation have been passed and where provision has been made to the effect that if there is any wilful dissipation of assets or wasting of assets, that cannot be allowed. As Sri D. Venkatesh said, it is quite possible, human nature being what it is, to make a transaction which may go against our interests. There is a provision of law; we cannot pass an ordinance and immediately take it because it must receive the assent of the President. It is very important that we should have sufficient powers in our hands to safeguard our interests if anything happens and it is from that point of view also that we retained 10 per cent with us for purposes of meeting any contingent liability, if any, on the part of the Company from whom we take away the assets. If I may bring to your notice, there is an analogous provision in the Central Acts—in the Air Corporation Act of 1953, for instance, you can find almost the same words, more or less. You can find provision made to the effect in Section 24 of that Act about transfers resulting in dissipation of assets. There also they have given a date very much approximate to the date on which they took the decision. Here, the Government took the decision on 12th March 1956 to nationalise. Therefore, we have put the date very approximately as 1st March 1956. Until then, you must presume every transaction as *bona fide*. If any thing has happened, we must be armed with sufficient powers to set right and see that both ends meet. It is with that object that this dissipation clause has been put in. I have had no information of it. If I had already any information, I would have made a provision while making calculation for compensation. I would be the last person to allow any such thing go unchecked.

Then I should refer to what my friends said which surprised me. They said, nationalise the whole transport system in the State. I am sure they have read the report of the Planning Commission where they say that transport is included under private sector. According to them, unless it be that Government want certain routes for themselves for some specified purposes, transport must be with the private sector. But they do not taboo the public sector for the transport system. But if it is absolutely essential and if it serves the better interests of the country better, we can by all means take that course. In fact, it must be remembered that next to Madras. Operators of private routes in Mysore pay the highest tax so far as vehicles are concerned. Already they are giving us a crore of rupees roughly. Therefore unless there is a compelling necessity, as it is, it may not be right for us to say straightaway, we do it. I agree, it must be by stages.

Sri J. MOHAMED IMAM.—Have not the Bombay and Hyderabad portions that are coming into Mysore their own monopoly system?

Sri H. SIDDAVEERAPPA.—They have gone so far as having goods transport also in some areas. But certainly that is not the policy that has been advocated by the Planning Commission. I for one believe in nationalisation by stages. First consolidate and then proceed. That is the policy that has been laid down in 1948 which we have been following. It is much better to take such routes—not from the standpoint of revenue to the Government, but where the paramount need is to give better facilities to the travelling public. That has been amply testified to because even my friends who sit on the opposite side have stated before me that they feel they are travelling in first class railway coach when they are in Government buses.

Sri Mulka GOVINDA REDDY.—We have also stated in private conversation that Government buses are overloaded.

Sri H. SIDDAVEERAPPA.—I do admit, sometimes overloading is there. We have been giving penalty wherever over-loading takes place. I give you one instance. I got a report that in Shimoga 20 persons squatted before the Government bus that was scheduled to leave for Bangalore because they could not be admitted into the bus for want of accommodation. They

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began to say, I am told : "We are goingto enter the bus ; lete us see, who will make us get down here." It was physically impossible to take them into the bus. They sat in front of the bus and it was delayed by half-an-hour. Until the police arrived on the scene, the bus could not be started. Therefore, my friend should realise that over-loading is resorted to very sparingly and only when there is compelling necessity.

Sri S. GOPALA GOWDA.—You must put more buses on such routes.

Sri H. SIDDAVEERAPPA.—If you feel the need, we can increase the number of buses. I think the position will ease in a few days, time. We are having 32 vehicles and some more buses are going to be put to Shimoga because it is going to serve the public better.

Sir, it was suggested that there was some system of modernisation. I entirely agree. We are not *baniyas* to take over concerns for Government merely for the sake of finance. From my point of view, conveniences to the public are of paramount importance. Getting a little more money should not be the only consideration. To give better, cheaper and more efficient service to the public should be the motto and I may assure the Hon'ble House that what has been said here will not stand only in words, but will be translated into action.

Sri Srinivasa Iyengar referred to one point regarding labour. I am glad that my friend Sri Gopala Gowda also raised it. I would like to make one point very clear so far as the policy towards labour is concerned. I want the co-operation of labour. I have been saying that labour, particularly in the Government Road Transport Department, has done well. What has cheered me is that people come and tell me that drivers and conductors are generally well-behaved. There may be one or two black sheep here and there. But generally they are well-behaved and they treat people courteously. That is really a very good piece of news. So far as labour is concerned, Government have gone so far as to accept in principle that there should be participation of labour in management. We pointed out to various Government industrial concerns that representatives of labour should be associated with the management. I am strangely surprised that they feel diffident about it. I have said, all right, go on; have it. There is no such thing as master and servant. Everything has to be done today on the basis of co-operation. But at the moment nothing has come out of that. I am aware that there is a Committee and we have to await with eagerness the report of that Committee. I would like to assure the personnel of the B. T. C. that Government will see that nothing will be done which will cause detriment to their interests. My friend Sri Venkatesh spoke to me about the relevancy of sub-clause (2) of clause 8. I am aware that clause, with respect to which I have a reference in my mind—the Central Act IV of 1947, is about the termination of the services. Suppose the B. T. C. is in existence ; if the Company terminate the services of labour, the labour have a right to seek remedy. Under this clause, there is a solution. Let me also say that I do not propose to terminate the services of anybody. As it is, from the date of vesting, I have agreed under sub-clause (1) to take every one working there subject to certain conditions. Supposing I find certain things are not as good as they ought to be ; supposing I find that a man is drawing salary or wages which he really does not deserve ; I have reserved the right for the Government to examine each case. If they so like, they may terminate his services subject to the condition of giving three months' notice or salary. But that will not be done arbitrarily. I am sure the Government will examine each case on its own merits. I hope such cases will be few and far between or none at all. Anyway that right to reserve ought to be there.

But, when once I take all these people from the vesting day, how can anybody expect the Company to bear the responsibility that accrues to them under the Central Act 4 of 1947 ?

Sri D. VENKATESH.—Do you continue the past service ?

Sri H. SIDDAVEERAPPA.—That has to be examined when framing the rules. But, I may assure that it is not my intention to harm anybody. Labour must feel more secure, more contented and more happy after the concern is taken over by the Government.

Then, Sir, Sri P. R. Ramaiya said a first class survey has to be made. I entirely agree with him. It is no good having any hapazard method. We have to survey all the needs of the various areas in the City and try to provide efficient service in keeping punctual timings and see that the buses run well in time. Even in a city like Delhi only in the year 1954 a survey was made. Now, as our needs increase, we have to make a survey and I would request all to bear with me when I say that from the vesting date let them not expect quick results almost within a fortnight. I assure that efficient officers will be placed at the helm of affairs and see that as soon as conditions improve, the change will be for the better I have to pass orders for getting new vehicles, invest some more money and then see that the service conditions improved.

Regarding the students, I know there was a deputation once representing that students have been denied of certain help. That would certainly be looked into.

I think, Sir, I have referred to most of the points raised by Hon'ble Members. We are all here right from this morning 8 o'clock and I think I have not left any point unanswered. I only wish to assure Hon'ble Members that the matter regarding compensation, has been examined by me. There are as many as 779 share holders in this company. Most of them come under the category which will come under 1 to 50 shares. Therefore, any amount that goes by way of a little more will not go to the bag of the capitalists only. I am certainly not going to fatten a man who is already fat. But, in this case I have taken this equitable consideration, namely, there may be very small investors or some widows or pensioners getting 20 or 50 rupees. Therefore, let not my friends think that I have yielded or said anything against a principle that goes against the interests of the State. I thank you, Sir.

Mr. SPEAKER.—The question is:

> "That the Bangalore Road Transport Service Bill, 1956 be taken into consideration."

The motion was adopted.

Mr. SPEAKER.—Now, clauses of the Bill. There is an amendment to clause 3 by Sri Devaraj Urs.

Sri D. DEVARAJ URS (Hunsur).—I do not propose to move the amendment.

Mr. SPEAKER.—The question is :

> "That Clauses 2 and 3 stand part of the Bill."

The motion was adopted.

Clauses 2 and 3 were added to the Bill.

Mr. SPEAKER.—There are two amendments to clause 4.

Sri H. SIDDAVEERAPPA.—Sir, I beg to move the following amendment Clause 4 :

> 'That in sub-clause (1) of clause 4 for the words " rupees fourteen lakhs and eighteen thousand " the words " fifteen lakhs and fifty thousand " be substituted.'

The object of moving this amendment, as I have already said, is to make some compensation for the responsibility that will have to be borne by the Company, *i.e.*, the amount that will have to be paid under the provisions of this Act by the Company. I have been convinced that this amendment is reasonable. I therefore pray that the House may be pleased to accept it.

Sri S. GOPALA GOWDA.—How was the Minister able to convince himself about the actual figure of income-tax to be paid ?

Sri H. SIDDAVEERAPPA.—I can only tell the Hon'ble Member that unless there is an assessment, what I say may be one of expectation or anticipation. Just as meteorologists anticipate whether there would be rain today or not, from the precedent we can anticipate. Various things

(SRI H. SIDDAVEERAPPA.)

were taken into consideration and I am convinced that what I propose to pay by this extra amount is necessary and the House may be pleased to accept it.

Sri Mulka GOVINDA REDDY.—I want some clarification from the Hon'ble Minister. I would like to know the amount of income-tax that was paid for the year 1953-54, 1954-55, the last date of payment and for what period and what has to be paid now and for what period ?

Sri H. SIDDAVEERAPPA.—What has to be paid is after the assessment from 1st April 1955. The balance-sheet discloses that up to the end of March 1955 income-tax has been paid in full. If there are figures still not brought to my notice, we have got various other reservations as could be seen from the clauses. But, now I am convinced, until something else is brought to my notice, income-tax has been paid up to end of March 1955. It will have to be paid from 1st April 1955 up to the date of vesting. If the date of vesting is 1st October 1956, that will have to be paid from that date. The income-tax varies for different periods. Supposing, in the first year a new vehicle is taken; depreciation is allowed up to a certain percentage. If 25,000 rupees is paid to a vehicle and if Rs. 12,500 is taken as the depreciation amount, to that extent that would be deducted out of the gross earning. In that year income-tax payable is less. We know in the Government Transport a vehicle is fully depreciated within a period of four years; we allow 25 per cent every year and take it to the depreciation fund. Even after four years if the vehicle is really serviceable and if the vehicle earns money, there would be no deduction and in that year income-tax payable is more. In fact, Hon'ble Members are well aware that private owners run a vehicle for nearly two decades. I understand from the figures that it varies somewhere between 1½ lakhs to 2 lakhs. The Hon'ble Member asked, how much income-tax was paid by the Company previously. I may give him the Balance Sheet as on 31st March 1956. According to the fignres of the previous year, they have paid one lakh eighty thousand. But, during that year they have made provision for two lakhs sixty thousand in their balance Sheet. Therefore, it is a variable figure. But, with the earning of this Company income-tax may be taken safely to an average between 1½ to 2 lakhs per year.

Mr. SPEAKER.—Amendment moved;

> That in sub-clause (1) of Clause 4 for the words "rupees fourteen lakhs and eighteen thousand" the words "fifteen lakhs and fifty thousand" be substituted.

Sri Mulka GOVINDA REDDY.—I have to oppose this amendment, Sir. While making my observations on the Bill at the consideration stage, I had emphatically stated that the compensation proposed to be paid was much too high and that the Government should see their way to reduce the quantum of compensation to be paid to this Company. We have already passed clause 3 wherein it is said that the tax advances made by the Company shall not vest in the Government but will be the property of the Company.

Sri H. SIDDAVEERAPPA.—There are no advances; in fact, they have to pay.

Sri Mulka GOVINDA REDDY.—Generally, is it not a fact that concerns or persons who are levied income-tax are made to pay advance income-tax ?

Sri H. SIDDAVEERAPPA.—Unless there is a notice, nobody comes and pays any advance tax. There is a provision in the Indian Income-tax Act I believe it is Section 18–for payment of advance. But, in this case there is no advance pending. That is why we have made provision for both advances if any and Hon'ble Member can see that the clause relating to liability of the Company in respect of taxation as we have just passed, is retained. It devolvse on them; they will have to pay.

Sri Mulka GOVINDA REDDY.—Further, Sir, in the Statement of Objects and Reasons it is stated :

> "Provision has also been made to pay adequate compensation for

the acquisition of the assets and documents of the company on a basis arrived at after consultations and discussions with the representatives of the Bangalore Transport Company "

It is stated that they had consultations and discussion with the representatives of the company. I would like to know, why this matter did not come up there and after going through these consultations and discussions what has happened in between the date of consultation and now to make this change.

Sri H. SIDDAVEERAPPA.—I did not disclose the provisions of this clause when they had consultations with me. If at all they have become aware of the clause, it was after I published it in the Gazette. Probably it must have made them feel a little nervous when they found that what I pay by way of compensation will not go to their pocket. They were not aware of his clause.

Sri Mulka GOVINDA REDDY.—It is not necessary to disclose this particular clause. I want to know how the Government fixed this amount.

Sri H. SIDDAVEERAPPA.—In the normal course when a concern is taken by way of nationalisation the compensation is fixed on the value of the shares held, and also taking into account the assets and liabilities.

Sri Mulka GOVINDA REDDY.—But here you have not taken the assets and liabilities. The compensation is more land therefore I oppose this.

Mr. SPEAKER.—The question is.

'That in sub-clause (1) of Clause 4 for the words " fourteen lakhs and eighteen thousand" the words "fifteen lakhs and fifty thousand" be substituted.'

The motion was adopted.

Mr. SPEAKER.—Another amendment tabled by Sri T. Mariappa.

Sri T. MARIAPPA.—I beg to move That the words " to the Company" be added after the word "payable' in clause 4."

Mr. SPEAKER.—Amendment moved.

'That the words "to the Company" be added after the word "payable" in clause 4.'

Sri Mulka GOVINDA REDDY.—I beg to oppose the amendment moved by Sir T. Mariappa.

Sri H. SIDDAVEERAPPA.—Although the words " to the Company " are superfluous, there is no harm in accepting them. Therefore I accept the amendment.

Mr. SPEAKER.—Since the amendment is opposed, I put it to vote. The question is:

' That the words " to the Company" be added after the word "payable" in clause (4).'

The motion was adopted.

Mr. SPEAKER.—Clause 4. The question is :

" That Clause 4 as amended stand Part of the Bill."

The motion was adopted

Clause 4 as amended was added to the Bill.

Mr. SPEAKER.—Clauses 5 to 15. The question is :

" That Clauses 5 to 15 stand part of the Bill."

The motion was adopted

Clauses 5 to 15 were added to the Bill.

Mr. SPEAKER.—Clause 1, Title and Preamble. The question is.

" That Clause 1, the Title and the Preamble stand part of the Bill."

The motion was adopted

Clause 1, the Title and the Preamble were added to the Bill.

Motion to pass.

Sri. H. SIDDAVEERAPPA.—Sir, I move :

"That the Bangalore Road Transport Service Bill, 1956, as amended be passed."

Mr. SPEAKER.—The question is :

"That the Bangalore Road Transport Service Bill, 1956, as amended, be passed."

The motion was adopted.

Mr. SPEAKER.—Before adjourning the House I want to announce that there is a little change in the Programme of Business for Monday. We will take up on that day Non-official Business.

Now the House will adjourn and meet at 12 o'clock on Monday the 24th September.

The House adjourned at Five minutes past six of the clock to meet again at Twelve of the Clock on Monday the 24th September 1956.

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